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Reports of the Dakota Territory Railroad Commissioners

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Annual report of the Board of Railroad Commissioners of the Territory of Dakota, 1st (year ending June 30th, 1885)-2nd (year ending June 30, 1886)

Annual report of the Railroad Commissioners of the Territory of Dakota, 3rd (year ending June 30, 1887)-5th (year ending June 30, 1889)

LLMC 01-178t

THIRD ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

TERRITORY OF DAKOTA,

FOR THE

YEAR ENDING JUNE 30, 1887.

BISMARCK, DAK.:
TRIBUNE, PRINTERS AND BINDERS
1887.

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BOARD OF RAILROAD COMMISSIONERS.

ALEX. GRIGGS, Chairman, GRAND FORKS.

A. BOYNTON, LENNOX. N. T. SMITH, HURON.

J. M. QUINN, Secretary, BISMARCK.

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REPORT.

OFFICE OF THE RAILROAD COMMISSION OF DAKOTA,
BISMARCK, DAK., NOV. 30, 1887.

To His Excellency,
LOUIS K. CHURCH,
Governor of Dakota:

SIR:—The board of railroad commissioners respectfully submits its third annual report in pursuance of law and for the purpose of furnishing such facts in regard to the railroads of the territory as law and the interests of the public demand.

The present board having been in existence but a few months, and having a vast amount of work awaiting completion, must necessarily be brief and leave much of interest for its report one year hence, when the material at hand will warrant the publication of a more exhaustive report.

The law creating a railroad commission for Dakota, approved March 12, 1885, requires a report from each railroad doing business in the territory, showing:

Cost of road and equipment;

The amount of capital stock;

The amount of floating debt;

The amount of funded debt and the rate of interest;

The amount of preferred stock, if any, and the amount of its preferment;

Schedules of property owned;

Number of acres originally granted in aid of construction of the road, by the United States or the territory;

A list of officers of each road, giving name, office, and place of residence, and a general statistical statement of the transportation business of each road.

These facts and statistics are contained in the present report, which shows the expenses and profit, improvement and changes of the various roads doing business in the territory during the fiscal year ending June 30, 1887.

In no state or territory in the Union is the railroad problem, —the question of policy, the powers of the legislature to control or restrict,—of greater importance than in Dakota, for she is not only a young and growing territory, but the most productive agricultural district on the continent. She is going through the process of development, and the relation of the railroad to the producer is the one paramount question which her legislators and official representatives must solve. Nowhere can the power of the railroads by a generous and public spirited policy be of greater good to the people, and nowhere can it be more dangerous and discouraging should the corporations be left unchecked in a policy of greed.

That much dissatisfaction exists in many portions of the territory is patent to all. That in many cases the railroads are in the wrong needs no repetition at this late day, and that the law finds a satisfactory adjustment of these cases a difficult task is only too well known by its minions.

Since the passage of the inter-state commerce law, the enforcement of which was begun about the time the present board was organized, a renewed confusion has been vigorously at work unsettling all past plans of the courts and the public and creating new obstacles and difficulties for the railroad commissioners of the various states and territories. Not that the interstate commerce law is a detriment to the country, or an unjust act, but because it is new to the country, new to the commissioners, new and knotty to the very able national commission upon which devolves the duties of its enforcement, and unpolished by amendment or the decisions of courts.

While speaking of the inter-state commission it may be well to state that the Dakota board of railroad commissioners, in company with the boards of Iowa, Minnesota, Nebraska and Wisconsin, met the inter-state commerce commission in St. Paul for the consideration of questions of interest to the northwest, and the result of the meeting was highly satisfactory to the state and territorial commissioners. The effort of eastern dealers to abolish the carload as a unit of freight was strongly opposed by the northwestern commissioners, and the question was discussed at length before a meeting of the chambers of commerce of St. Paul and Minneapolis.

A case of interest considered by the inter-state commissioners at this meeting was that of the millers of Mazeppa against the Chicago, Milwaukee & St. Paul road. (This is mentioned as it is a case identical with many in Dakota, and the decision of the commission applies with equal force to the territory). The millers of Mazeppa complained that the road discriminated against them and in favor of St. Paul and Minneapolis to such an extent that it made it impossible for them to compete with the large manufacturers of the cities named. In reply the railroad company set forth that Mazeppa was not on the main line of the road and that the "long and short haul" clause of the inter-state law did not apply.

On November 21st the inter-state commission rendered its decision and ordered the C. M. & St. P company to reduce its rates from Mazeppa to Chicago from twelve and one-half cents to ten cents. This left a "reasonable differential" for the road and at the same time made it possible for the small millers on the branch road to do business successfully.

The Dakota commission has received similar complaints, and is pleased to note the action of the inter-state commission, which proves that the law under which it is working has already been of practical benefit. The Mazeppa case is but an illustration of what may follow in certain instances in Dakota.

AN INTERESTING CONVENTION.

On June 8, 1887, in pursuance of a call of the committee appointed for that purpose the commissioners of the northwestern states and territories met in convention in St. Paul for the discussion of questions of interest to the northwest. Horace Austin of Minnesota was chosen chairman and E. Warner of Minnesota, secretary. Discussion of the inter-state commerce law was free and the following resolutions were adopted by unanimous votes:

Resolved, That it is the sense of this convention that the national commission should be vested with power to authorize transportation companies to charge less for a long than for a short haul, upon good cause shown, and where the interests of whole communities are promoted thereby, and where large districts of country are sparsely populated and the people therein are poor and located at the end of a long haul.

Resolved, That in the opinion of the members of this convention the phrase "under substantially similar circumstences and conditions," in the fourth section of the inter-state commerce law, should be construed liberally, and that a lower rate to a manufacturer or producer is not in conflict with the spirit of this section of that law; provided all persons and localities under substantially similar circumstances and conditions are treated alike; and we would respectfully ask from the inter-state commerce commission an interpretation of the section if not inconsistent with their views.

Resolved, That we regard section five of the inter-state commerce law, which makes it unlawful for common carriers operating competing lines to enter into any contract, agreement or combination for the pooling of freights, or dividing the net proceeds of their earnings, as essential to the best interests of the states we represent and ask its enforcement to the fullest extent by the national commission and by the state commissioners where the statutes empower them to do so.

Other questions of importance were discussed, but a detailed statement must be postponed until our next annual report, in which we hope to make recommendations to the governor and the legislature which may lead to the enactment of more perfect laws governing the railroads of the territory.

ROADS IN DAKOTA.

With regard to the railroads of Dakota there is much of which the commission can speak with pride. On several of the lines there have been improvements which surpass the march of railroad progress in any other section of the Union. We speak of railroad building and improvement in rolling stock and road-bed, train service and time. It is with still greater pleasure that we refer to the increased traffic of the roads within the territory, which more than all else shows the steady increase in her wealth, population and prosperity.

The total number of passengers carried by railroads in Dakota during the fiscal year ending June 30, 1886, was 19,333,260, while during the year ending June 30, 1887, the number was 20,637,880, showing an increase of over 1,000,000 passengers in the year, and that year before the hundreds of miles of new roads now in operation had been constructed.

The total number of tons of freight carried in 1886 was 21,164,519, and in 1887 24,674,468, or an increase of over 3,000,000 of tons. The number of tons of local freight carried in 1886 was 8,708,006; in 1887, 10,084,883, an increase of nearly 2,000,000 of tons.

We take these figures from the tables which follow under the head of "General Statistics" as an illustration of the progress of Dakota as shown by the reports of the various railroads doing business within her borders.

GENERAL STATISTICS.

Under this head the commission has endeavored to give totals and comparative tables of the items of greatest interest, showing tonnage, miles of road in operation according to the reports at the end of the fiscal year 1887, number of miles of road placed in operation by December 1, 1887 by each company, number of miles of road graded but not ironed during the year, and other statistics of general interest.

STATIONS AND EMPLOYES.

The reports of the several companies doing business in Dakota show that there are 448 railroad stations in Dakota, and that there are 9,294 railroad employes in the territory who received in salaries during the last fiscal year $4,946,148.45.

BRIDGES.

There are thirteen wooden bridges, with a total length of 2,421 feet; sixteen combination bridges, measuring 2,352 feet; three iron bridges, 14,818 feet; and there ore 3,941 "wooden trestles" and "piles" measuring in the aggregate 280,751 feet.

CROSSINGS.

The railroad crossings at grade number 36; over grade, 2; highway crossings at grade, 2,318; highway crossings over grade, 2, and under grade, 19.

FATAL ACCIDENTS.

During the year there were twenty-eight persons killed on the railroads in the territory. Among these was one passenger, seventeen employes and ten who come under neither of these heads. [See table No. 17.]

Table No. 3 shows the total cost of roads and equipment to be $594,602,513.23.

The gross earnings of all the roads is $85,127,483.86, of which $10,938,141.48 is credited to Dakota.

MILES OF ROAD.

The following table shows the miles of road in Dakota June 30, 1887, as reported by the railroads at the end of the fiscal year:

RAILROADS.	Miles.
Burlington, Cedar Rapids & Northern	82.76
Black Hills & Fort Pierre	15
Chicago, St. Paul, Minneapolis & Omaha	88.37
Chicago & Northwestern	700.71
Chicago, Milwaukee & St. Paul	1,115.26
Fremont, Elkhorn & Missouri Valley	85.69
Minneapolis & Pacific	28.30
Northern Pacific	711
St. Paul, Minneapolis & Manitoba	808.62
Wisconsin, Minnesota & Pacific	39.50
Total	3,675.21

The total mileage June 30, 1886, was 2,897.67, thus showing an increase of 777.54 miles of road in the territory from June 30, 1886, to June 30, 1887.

These figures, of course, do not give the result of the railroad building and grading of 1887. Nor does it give the total number now in operation in the territory. The following tables give the number of new miles of road, and the number of miles graded but not ironed:

NAME OF COMPANY.	Miles of Road Constructed 1887.
NORTHERN PACIFIC RAILWAY:	
From Grand Forks to the international boundary line	96
LaMoure to Edgerly	21
ST. PAUL, MINNEAPOLIS & MANITOBA:	
Minot to Fort Buford	142
Rugby Jct. to Bottineau	38
Park River to Langdon	40
Rutland to Ellendale	49
Minnesota state line to Watertown	46
Carried forward	432

NAME OF COMPANY.	Miles of Road Constructed 1887.
Brought forward	432
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA:	
Salem to Mitchell	33
CHICAGO, MILWAUKEE & ST. PAUL:	
Bristol to Lake Preston	73
Roscoe to Eureka	26
Wilmot extension	10
CHICAGO & NORTHWESTERN:	
Faulkton to Gettysburg:	44
Vernon to Groton	14
FREMONT, ELKHORN & MISSOURI VALLEY:	
Rapid City to Sturgis	25
MINNEAPOLIS & PACIFIC:	
Ransom to Monango	59
Total miles of newly constructed road	716

The following table gives the number of miles graded in the territory and to be ironed next year:

Aberdeen, Bismarck & Northwestern Railway, from Aberdeen to Bismarck	160
Duluth, Watertown & Pacific, from Watertown to Huron	72
Forest City & Watertown Railway, from Forest City to Haven	30
Duluth & Wilmar Railway, from Wilmar, Minn. to Sioux Falls, Dak. (graded in Dak.)	23
Illinois Central Railway, Cherokee, Iowa, to Sioux Falls, Dak. (graded in Dak.)	16
Total miles of railroad graded but not ironed in Dakota, during 1887	301

The following table shows the present railroad mileage (Dec. 1, 1887, in Dakota:

NAME OF COMPANY.	Miles of Road in Operation.
Northern Pacific	830
Chicago, Milwaukee & St. Paul	1,155
Chicago & Northwestern	701
St. Paul, Minneapolis & Manitoba	1,037
Black Hills & Fort Pierre	15
Burlington, Cedar Rapids & Northern	83
Chicago, St. Paul, Minneapolis & Omaha	88
Fremont, Elkhorn & Missouri Valley	110
Minneapolis & Pacific	88
Minneapolis & St. Louis	4
Total miles of railroad December 1, 1887	4,207

PASSENGERS AND FREIGHT.

	1886.	1887.
Total number of passengers carried	19,333,260	20,637,880
Total number of passengers carried one mile	712,263,513	763,220,552
Total number of tons of freight carried	21,164,519	24,674,468
Total number of tons of freight carried one mile	4,134,380,712	4,831,570,459
Total number of tons of local freight carried	8,708,006	10,084,883
Average distance traveled by each passenger	....	48.07

OPERATING EXPENSES.

The following figures give the operating expenses of all the roads doing business in Dakota:

Maintenance of way	$	11,046,929 00
Conducting transportation		24,755,461 61
Motive power and cars		7,480,938 20
General expenses		6,379 689 29
Proportion for Dakota		8,154,830 02
Repairs of road-bed and track		5,654,625 68
Renewal of rails		1,483,829 15
Renewal of ties		1,490,957 12
Repair of culverts, bridges etc		923,668 82
Repair of fences, road crossings etc		561,491 21
Repair of buildings etc		918,453 11
Repair of locomotives		3,115,908 30
Repair of passenger cars		1,349,663 41
Repair of freight cars		3,015,366 41
Fuel for locomotives		6,114,855 12
Locomotive service		5,288,190 39
Passenger train service		1,323,949 17
Passenger train supplies		237,920 27
Water supply		290,029 03
Oil and waste		520,167 82
Loss and damage of freight and baggage		118,272 18
Gross earnings	$	85,127,483 86
Operating expenses and taxes		49,663,019 10
Net earnings	$	35,464,464 76

TAXES PAID.

A point of much interest to the people is the amount of taxes paid into Dakota's treasury by the various roads under the "gross earnings tax" law. The following shows the amount paid by each company for the fiscal year ending June 30, 1887:

Burlington, Cedar Rapids & Northern	$	1,517 85
Black Hills & Fort Pierre		1,433 19
Chicago, St. Paul, Minneapolis & Omaha		1,364 71
Wisconsin, Minnesota & Pacific		377 88
Chicago & Northwestern		29,851 71
Chicago, Milwaukee & St. Paul		30,895 57
Fremont, Elkhorn & Missouri Valley		2,425 82
Minneapolis & Pacific		95 79
Northern Pacific		75,284 54
St. Paul, Minneapolis & Manitoba		50,999 20
Total gross earnings tax	$	194,246 26

In this connection it may be well to state that one-half of the gross earnings tax of the Northern Pacific road, as reported above, has not been paid, owing to litigation which is the result of a controversy as to whether or not the company's lands can be taxed. Pending the decision in this case the Northern Pacific company refuses to pay its gross earnings tax. The Northern Pacific representatives state that the company is willing to pay a tax either on its gross earnings or on its land, but will not pay both. One of the questions involved is the validity of the gross earnings law, and a decision will be awaited with much interest.

The following is the total number of miles run by trains during the years 1886 and 1887:

TRAIN MILES RUN.	1886	1887
Total number of miles run by passenger trains	18,587,314	20,152,881
Total number of miles run by freight trains	31,163,260	34,655,603
Total number of miles run by switching trains	10,189,520	11,437,996
Total number of miles run by construction trains	4,255,915	6,716,931
Total	64,196,009	72,963,411

ROLLING STOCK.

Total number of passenger cars	$	1,019
Total number of baggage mail and express cars		571
Total number of parlor dining and sleeping cars		174
Total number of box freight cars		43,535
Total number of stock cars		6,431
Total number of coal cars		16,806
Total number of other cars		6,946
Total	$	75,894

TONNAGE CLASSIFICATION.

Showing tonnage of principal commodities:

ARTICLES.	Dakota.	Total.
Grain	720,521	5,228,034
Flour	63,497	1,369,542
Provisions	16,492	279,969
Animals	101,127	1,165,455
Other agricultural products	123,041	919,914
Lumber and forest products	168,663	4,232,628
Coal	156,931	3,605,313
Plaster, lime and cement	19,384	256,869
Salt	3,132	231,744
Petroleum and oil	16,919	116,049
Iron, steel and castings	36,050	912,293
Stone and brick	34,792	753,581
Manufactures	40,509	713,184
Merchandise, etc	308,374	6,176,505

STEEL AND IRON RAILS IN DAKOTA.

RAILROADS,	Miles of Steel, 1886	Miles of Iron, 1886.	Miles of Steel, 1887.	Miles of Iron, 1887.
Burlington, Cedar Rapids & Northern	72.87	....	82.76	....
Black Hills & Fort Pierre	5	10	10	5
Chicago, St. Paul, Minneapolis & Omaha	17.59	37.88	55.05	33.32
Chicago & Northwestern	477.83	127.43	573.28	127.43
Chicago, Milwaukee & St. Paul	254.00	611.87	527.64	587.62
Fremont, Elkhorn & Missouri Valley	37.40	....	85.69	....
Northern Pacific	739.20	25.20	554	161.50
St. Paul, Minneapolis & Manitoba	284.53	226.60	649.52	159.10
Wisconsin, Minnesota & Pacific	38.05	....	38.50	....
Minneapolis & Pacific	....	....	28.30	....
Total	1,927.82	1,038.68	2,604.74	1,073.97

CONDITION OF THE ROADS.

There has been a marked improvement in the condition of the railroads of the territory during the past year, and in several instances the strides have been beyond the highest expectations. In the construction of its extension through northwestern Dakota and into Montana, the Manitoba eclipsed all previous efforts at track laying, and opened up one of the richest agricultural districts of the territory to the settler and home-seeker.

Another advance step is that taken by the Northern Pacific in giving the public a through fast train between St. Paul and the coast, and thus shortening the trip nearly one day. It has also increased the time of its local passenger train. By this stride forward the people of Dakota are given passenger and mail service unsurpassed in the middle or western states.

The Chicago, Milwaukee & St. Paul road is reaching for unoccupied territory; the Chicago & Northwestern is doing likewise and the Minneapolis & Pacific has started out for the Missouri valley in a manner that is encouraging to the settlers along that stream.

In fact, the railroad progress in the territory is wonderful in its rapidity and substantial character. As shown by statistics gathered by Commissioner of Immigration McClure Dakota has more miles of completed railroad than either California, Tennessee, Nebraska, Virginia, North Carolina, Colorado, Arkansas, Alabama or Georgia; twice as many miles as either Massachusetts, South Carolina, Florida, New Jersey, Mississippi or Kentucky, and more than three times as many miles of railway as either Maine, Maryland, West Virginia, Louisiana or Oregon.

Owing to the additional duties imposed upon the commission in placing in operation the grain warehouse law passed at the last session of the legislature, it has been impossible for the board to satisfactorily inspect the railroad track in some portions of the territory, but that portion over which the board traveled was found in good condition.

As nearly all the roads of the territory are comparatively new, the bridges and trestles are strong and unimpaired, and with proper care in guarding against fire, decay, and loosening, there will be no cause for accidents from this source for some time. On some of the older lines of the territory this matter should be carefully watched until law or a far-seeing policy will prompt the companies to construct iron or stone bridges and culverts, and thus remove one of the most inexcusable causes for loss of life.

It is not necessary to recall the horrible details of the Chatsworth disaster to impress upon the minds of legislators the necessity for some protecting legislation on this point.

REDUCTION IN RATES.

Whether it is the good effects of the inter-state commerce law or the inevitable result of the rapid development of the country that has brought about a reduction in passenger and freight rates on several of the roads doing business in Dakota, the commission cannot say, but the gratifying fact remains that reductions have been made. On the Northern Pacific and Manitoba roads there has been a reduction of about twenty per cent. in freight rates; on passengers the rate has been reduced from five cents per mile to four cents per mile, and on mileage books from three cents per mile to two and one-half cents per mile.

The Minneapolis & St. Louis has reduced its freight rates about fifteen per cent., but its passenger rates remain unchanged —four cents per mile.

Minor changes have been made on the principal lines in central and southern Dakota, and the public may rest assured that low freight and passenger rates will come as rapidly as the increase in tonnage and legitimate competition can bring them provided wholesome legislation for the prevention of unjust discrimination is enacted. The tendency is downward and the commission believes they will so continue until the exhorbitant rates charged on many of the prominent commodities will be permanently abolished.

Of the complaints which the commission has received during the year, and the operation of the new grain warehouse law mention will be made hereafter.

COMPILATION OF
RAILROAD RETURNS.

TABLE I.

CAPITAL STOCK.

RAILROADS.	Miles.	Paid In.	Per Mile.	Common.	Preferred.	Amount held in Dakota.	Number of Stockholders.	Number in Dakota.
Burlington, Cedar Rapids & Northern	1,027.79	$ 7,235,000 00	$ 7,039 37	$ 5,500,000 00	....	......	424	......
Black Hills & Fort Pierre	15	300,000 00	33,333 00	300,000 00	....	700	5	3
Chicago, St. Paul, Minneapolis & Omaha	1,295.51	* 34,050,126 66	26,283 18	21,345,640 02	$ 12,643,721 66	......	1,234	......
Chicago & Northwestern	4,101.35	† 74,900,820 53	18,262 48	52,575,365 97	22,325,454 56	......	2,799	......
Chicago, Milwaukee & St. Paul	5,118	52,507,961 00	9,886 00	30,911,061 00	21,596,900 00	......	2,567	......
Fremont, Elkhorn & Missouri Valley	776.33	21,750,000 00	28,009 22	21,750,000 00	....	......	10	......
Minneapolis & Pacific	260.70	53,000 00	....	53,000 00	....	......	11	......
Northern Pacific	2,140.01	‡ 86,786,199 17	40,552 40	49,000,000 00	51,000,000 00	......	About 5,000	......
St. Paul, Minneapolis & Manitoba	1,935.11	20,000,000 00	10,335 33	20,000,000 00	....	......	......	......
Wisconsin, Minnesota & Pacific	207.05	5,381,400 00	....	3,229,100 00	2,152,300 00	......	......	......
Total	16,876.85	$302,964,507 36	$ 171,700 98	$204,664,166 99	$109,718,376 22	700	12,050	3

* This includes $4,230,599 99 in the company's treasury.

† Including stock of proprietary lines.

‡ Outstanding.

TABLE II.

DEBT.

RAILROADS.	Miles.	Funded Debt.	Unfunded Debt.	Total Debt.	Debt per Mile.	Stock and Debt.	Stock and Debt per Mile.
Burlington, Cedar Rapids & Northern	1,027.79	$ 6,500,000 00	$ 8,520,130 51	$ 15,020,130 51	$14,614 00	$ 22,255,130 51	$ 21,653 38
Black Hills & Fort Pierre	15	....	....	....	....	500,000 00	33,333 00
Chicago, St. Paul, Minneapolis & Omaha	1,295.51	22,620,092 14	....	22,620,092 14	17,460 38	56,670,218 80	43,743 56
Chicago & Northwestern	4,101.35	98,634,500 00	4,418,493 61	103,052,993 61	25,126 60	177,953,814 14	43,389 08
Chicago, Milwaukee & St. Paul	5,118	115,833,000 00	....	115,833,000 00	21,809 00	168,340,961 00	31,695 00
Fremont, Elkhorn & Missouri Valley	776.53	13,567,000 00	123,611 17	13,690,611 17	17,630 50	35,440,611 17	45,639 72
Minneapolis & Pacific	216.70	3,131,000 00	475,000 00	3,606,000 00	16,640 51	7,986,000 00	36,852 79
Northern Pacific	2,140.01	76,710,321 20	* 6,524,220 57	83,234,541 77	38,892 83	170,020,740 94	79,445 23
St. Paul, Minneapolis & Manitoba	1,935.11	43,289,976 80	....	43,289,976 80	22,370 81	63,289,976 80	32,706 14
Wisconsin, Minnesota & Pacific	207.05	3,228,000 00	....	3,228,000 00	....	....	....
Total	16,833.05	$383,513,890 14	$ 20,061,455 86	$403,575,346 00	$174,544 63	$702,457,453 36	$368,457 70

* Including interest on bonds and book accounts.

TABLE III.

COST.

RAILROADS.	Miles.	Roads.	Road per Mile.	Equipment.	Equipment per Mile.	Total for Road and Equipment.	Total per Mile.	Proportion for Dakota.
Burlington, Cedar Rapids & Northern......	1,027.79	$ 19,981,106 71	$19,440 83	$ 3,425,314 84	$ 3,332 70	$ 23,406,421 55	$22,773 54	$ 1,884,738 17
Black Hills & Fort Pierre..................	15	....	....	....	....	300,000 00	20,000 00	300,000 00
Chicago, St. Paul, Minneapolis & Omaha...	1,295.57	....	....	....	....	53,883,016 00	41,592 74	* 3,675,550 43
Chicago & Northwestern	4,101.35	....	....	24,801,480 25	6,047 15	154,941,581 91	37,778 19	26,471,769 27
Chicago, Milwaukee & St. Paul............	5,311.15	....	....	....	....	170,682,911 69	32,137 00	35,840,792 31
Fremont, Elkhorn & Missouri Valley.......	776.53	....	....	....	....	34,294,876 91	† 44,164 26	3,784,435 44
Minneapolis & Pacific	216.70	7,305,610 83	33,713 01	464,349 64	2,142 82	7,769,960 47	35,855 83	423,043 04
Northern Pacific.........................	2,140.01	‡	....	12,042,686 81	5,627 16	‖ 86,429,697 25	....	....
St. Paul, Minneapolis & Manitoba.........	1,935	....	....	....	....	62,894,047 45	32,501 53	26,415,499 93
Wisconsin, Minnesota & Pacific	207.05	8,609,400 00	....	....	....	....	....	....
Total..............................	....	$ 35,896,117 54	$53,153 84	$ 40,733,831 54	$17,149 83	$594,602,513 23	$266,803 09	$ 98,795,828 59

* Proportional, based on mileage.

† Equipment also operates 76.79 miles of leased line in Wyoming not included above.

‡ The value of all property owned by the corporation, railroad equipment and lands is represented on the company's books June 30, 1887, by $160,102,305 73.

‖ Since reorganization.

TABLE IV.

EARNINGS.

RAILROADS.	PASSENGER DEPARTMENT.				
	Passengers.	Express, Etc.	Mail and Other Sources.	Total.	Per Train Mile.
Burlington, Cedar Rapids & Northern	$ 681,329 06	$ 56,160 00	$ 71,927 52	$ 809,416 58	$ 0 76949
Black Hills & Fort Pierre	....	....	....	464 50	....
Chicago, St. Paul, Minneapolis & Omaha	1,549,533 16	92,834 92	140,588 54	* 1,782,956 62	0 9960
Chicago & Northwestern	5,830,755 11	381,881 12	486,554 23	6,609,190 46	1 0527
Chicago, Milwaukee & St. Paul	5,571,842 80	470,913 01	898,276 14	6,941,031 95	1 06
Fremont, Elkhorn & Missouri Valley	637,655 79	45,480 52	84,428 07	767,564 38	1 5205
Minneapolis & Pacific	27,253 99	1,952 83	3,039 35	32,246 17	0 4040
Northern Pacific	3,087,136 56	336,182 01	428,392 89	3,851,711 46	1 70
St. Paul, Minneapolis & Manitoba	1,497,809 02	106,204 61	174,199 79	1,778,213 42	1 31
Wisconsin, Minnesota & Pacific	40,890 51	7,800 00	10,864 30	59,554 81	0 5178
Total	$ 18,924,206 00	$ 1,499,409 02	$ 2,298,270 83	$ 22,722,350 35	$ 9 33049

* Including baggage.

TABLE IV.—*Continued.*

EARNINGS.

RAILROADS.	FREIGHT DEPARTMENT.		Miscellaneous Earnings.	Total Earnings.	Proportion for Dakota.	Earnings Per Mile of Road Operated.
	Freight.	Per Train Mile.				
Burlington, Cedar Rapids & Northern	$ 2,226,531 44	$ 1 25652	$ 38,383 43	$ 3,074,331 45	85,039 32	$ 2,921 67
Black Hills & Fort Pierre	69,975 65	....	2,325 18	72,765 33	72,765 33	....
Chicago, St. Paul, Minneapolis & Omaha	4,652,990 37	1 7660	20,163 29	6,456,110 28	50,089 92	4,764 58
Chicago & Northwestern	19,361,143 03	1 5146	308,751 62	26,369,085 11	4,374,628 75	6,434 70
Chicago, Milwaukee & St. Paul	17,988,030 07	1 73	344,937 18	25,273,999 20	1,590,190 51	4,938 25
Fremont, Elkhorn & Missouri Valley	1,822,229 98	1 6966	42,779 87	2,632,574 23	281,790 63	† 3,407 22
Minneapolis & Pacific	152,221 64	1 90	....	184,467 81	5,315 52	851 25
Northern Pacific	8,543,992 91	1 9760	393,743 73	12,789,448 10	2,761,591 95	4,447 11
St Paul, Minneapolis & Manitoba	6,152,347 76	3 09	97,887 14	8,028,448 32	1,695,715 15	4,098 25
Wisconsin, Minnesota & Pacific	184,135 46	1 8650	2,563 76	246,254 03	21,015 00	1,174 41
Total	$ 61,153,598 31	16 79472	$ 1,251,535 20	$ 85,127,483 86	$ 10,938,141 48	$ 33,037 44

† Transportation.

TABLE V.

OPERATING EXPENSES.

RAILROADS.	Miles Operated.	Maintenance of Way.	Conducting Transportation.	Motive Power and Cars.	General Expenses.	Total.
Burlington, Cedar Rapids & Northern	1,027.07	$ 684,698 90	$ 960,386 70	$ 286,908 25	$ 260,820 24	$ 2,192,814 09
Black Hills & Fort Pierre	....	48,111 57	....	....	* 39,663 66	87,775 23
Chicago, St. Paul, Minneapolis & Omaha	1,355.02	966,538 31	2,016,453 17	577,184 90	546,151 49	4,106,327 87
Chicago & Northwestern	‡ 4,049.97	3,215,638 98	8,094,912 95	2,205,377 71	1,610,051 10	15,125,980 74
Chicago, Milwaukee & St. Paul	5,118.00	2,872,458 62	7,699,218 77	2,205,414 16	2,176,548 50	14,953,640 05
Fremont, Elkhorn & Missouri Valley	‡ 760.09	454,748 70	669,719 65	109,323 72	142,440 96	1,376,233 03
Minneapolis & Pacific	216.70	31,133 12	61,370 01	10,137 46	29,791 45	132,432 04
Northern Pacific	2,875.90	1,511,697 87	3,351,621 06	1,355,153 87	954,546 89	7,173,019 69
St. Paul, Minneapolis & Manitoba	1,739.00	1,193,058 37	1,818,827 16	707,733 12	595,276 80	4,314,895 45
Wisconsin, Minnesota & Pacific	207.05	68,844 56	82,952 14	23,705 01	24,398 20	199,899 91
Total	....	$ 11,046,929 00	$ 24,755,461 61	$ 7,480,938 20	$ 6,379,689 29	$ 49,663,018 10

‡ Average.

* Including taxes.

TABLE V.—*Continued.*

OPERATING EXPENSES.

RAILROADS.	Per Mile of Road.	Per Train Mile.	Proportion for Dakota.	Taxes Paid in Dakota.	Rent of Track.
Burlington, Cedar Rapids & Northern	$ 2,134 75	$ 0 77667	$ 60,650 89	$ 1,517 85	$ 15,457 87
Black Hills & Fort Pierre	5,851 68	....	87,775 23	1,433 19	....
Chicago, St. Paul, Minneapolis & Omaha	3,030 46	0 9280	† 26,441 65	1,364 71	112,755 67
Chicago & Northwestern	3,734 84	0 7902	2,509,401 65	29,851 71	....
Chicago, Milwaukee & St. Paul	2,921 77	0 88	1,663,264 66	30,895 57	....
Fremont, Elkhorn & Missouri Valley	1,810 62	0 8726	147,312 04	2,425 82	12,859 35
Minneapolis & Pacific	611 13	0 829	11,049 45	95 79	....
Northern Pacific	2,494 18	1 066	1,800,451 46	75,284 54	752,757 70
St. Paul, Minneapolis & Manitoba	2,481 25	1 29	1,812,255 99	50,999 20	79,766 52
Wisconsin, Minnesota & Pacific	963 37	0 9352	36,227 00	377 88	5,521 20
Total	$ 26,134 05	$ 8 36767	$ 8,154,830 02	$ 194,246 26	$ 979,118 31

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† Approximate.

TABLE VI.

SUBDIVISION OF EXPENSES IN OPERATING ROADS.

RAILROADS.	Repairs of Road Bed and Track.	Renewal of Rails.	Renewal of Ties.	Repair of Culverts, Bridges, &c.	Repair of Fences, Road Crossings, &c.
Burlington, Cedar Rapids & Northern	$ 380,823 56	$ 64,467 56	$ 99,292 89	$ 80,125 34	$ 21,508 57
Black Hills & Fort Pierre	....	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	509,845 23	60,472 55	119,981 65	87,052 90	31,751 94
Chicago & Northwestern	1,794,042 07	235,420 45	348,911 74	306,584 09	164,185 47
Chicago, Milwaukee & St. Paul	939,814 47	779,358 34	573,057 60	304,489 36	92,617 20
Fremont, Elkhorn & Missouri Valley	247,383 23	148,274 27	23,099 71	12,339 32	4,335 80
Minneapolis & Pacific	16,015 27	....	....	445 25	....
Northern Pacific	890,592 07	47,328 20	186,432 45	....	225,750 56
St. Paul, Minneapolis & Manitoba	729,482 63	148,507 78	134,589 79	131,168 39	18,496 06
Wisconsin, Minnesota & Pacific	56,627 15	*	5,591 29	1,464 17	2,845 61
Total	$ 5,654,625 68	$ 1,483,829 15	$ 1,490,957 12	$ 923,668 82	$ 561,491 21

* Credit balance, $294 09.

TABLE VI.—*Continued.*

SUBDIVISION OF EXPENSES FOR OPERATING ROADS.

RAILROADS.	Repairs of Buildings, etc.	Repairs of Locomotives.	Repairs of Passenger Cars.	Repairs of Freight Cars.	Fuel for Locomotives.
Burlington, Cedar Rapids & Northern	$ 38,480 98	$ 129,348 08	$ 36,526 90	$ 121,033 27	$ 196,050 85
Black Hills & Fort Pierre	* 48,111 57	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	67,434 04	250,168 35	102,883 43	224,133 12	566,496 69
Chicago & Northwestern	366,495 16	966,221 62	339,617 10	899,538 91	1,621,839 83
Chicago, Milwaukee & St. Paul	183,121 65	935,235 67	406,457 12	863,721 37	1,974,097 29
Fremont, Elkhorn & Missouri Valley	19,316 37	60,100 54	13,624 82	35,598 36	212,909 93
Minneapolis & Pacific	474 60	4,693 51	1,904 01	3,539 94	18,504 00
Northern Pacific	161,594 59	452,970 75	340,465 28	561,717 84	871,090 67
St. Paul, Minneapolis & Manitoba	30,813 72	306,275 54	103,787 92	297,669 66	630,508 55
Wisconsin, Minnesota & Pacific	2,610 43	10,894 24	4,396 83	8,413 94	23,357 31
Total	$ 918,453 11	$ 3,115,908 30	$ 1,349,663 41	$ 3,015,366 41	$ 6,114,855 12

* Total, including right of way.

TABLE VI.—*Continued.*

SUBDIVISION OF EXPENSES FOR OPERATING ROADS.

RAILROADS.	Water Supply.	Oil and Waste.	Locomotive Service.	Passenger Train Service.	Passenger Train Supplies.	Mileage of Passenger Cars. Debit Balance.
Burlington, Cedar Rapids & Northern	$ 17,854 36	$ 24,067 18	$ 227,277 95	$ 42,513 83	$ 14,786 50	$ 14,646 59
Black Hills & Fort Pierre	....	....	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	29,649 04	44,126 55	440,535 71	98,507 36	21,548 54	34,655 80
Chicago & Northwestern	102,535 45	218,429 11	1,780,598 29	345,937 35	72,183 39	8,753 56
Chicago, Milwaukee & St. Paul	Not separated.	157,805 20	1,541,608 15	380,693 39	95,671 14	....
Fremont, Elkhorn & Missouri Valley	3,714 32	16,227 57	137,304 17	27,284 92	5,283 78	20,347 26
Minneapolis & Pacific	1,307 16	616 24	14,836 54	3,790 96	905 52	* 61 22
Northern Pacific	75,047 15	34,755 09	723,425 76	151,045 76	....	7,285 17
St. Paul, Minneapolis & Manitoba	58,695 60	22,989 97	404,728 85	† 269,442 20	† 27,040 49	....
Wisconsin, Minnesota & Pacific	1,225 95	1,150 91	17,874 97	4,733 40	500 91	14 10
Total	$ 290,029 03	$ 520,167 82	$ 5,288,190 39	$ 1,323,949 17	$ 237,920 27	$ 85,763 70

† Includes freight.

* Credit balance.

TABLE VI.—*Continued.*

SUBDIVISION OF EXPENSES FOR OPERATING ROADS.

RAILROADS.	Freight Train Service.	Freight Train Supplies.	Mileage of Freight Cars, Debit Balance.	Telegraph Expenses.	Loss and Damage of Freight and Baggage.
Burlington, Cedar Rapids & Northern	$ 139,646 76	$ 16,224 60	....	$ 55,861 34	$ 3,583 05
Black Hills & Fort Pierre	....	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	200,283 92	5,832 38	* 46,842 79	92,920 34	13,027 55
Chicago & Northwestern	900,545 51	22,291 95	61,524 81	367,023 27	49,499 76
Chicago, Milwaukee & St. Paul	808,973 45	34,789 51	48,782 87	Not separated.	26,400 96
Fremont, Elkhorn & Missouri Valley	67,185 84	1,521 87	5,958 77	24.636 26	3,808 99
Minneapolis & Pacific	7,441 08	325 91	* 5,764 27	2,189 56	....
Northern Pacific	437,032 32	....	67,032 98	155,994 90	18 331 38
St. Paul, Minneapolis & Manitoba	....	....	† 16,013 82	5,770 28	3,601 79
Wisconsin, Minnesota & Pacific	7,041 57	385 46	2,789 17	8,320 12	18 70
Total	$ 2,568,150 45	$ 81,371 68	$ 253,709 43	$ 712,716 07	$ 108,272 18

* Credit balance.

† Car heating and lighting cars.

TABLE VI.—*Continued.*

SUBDIVISION OF EXPENSES FOR OPERATING ROADS.

RAILROADS.	Damage to Cattle and Property.	Personal Injuries.	Agents and Station Service.	Station Supplies.	General Superintendence.	Legal Expenses.
Burlington, Cedar Rapids & Northern	$ 16,826 33	$ 18,727 27	$ 150,849 36	$ 24,470 73	$ 77,458 86	$ 9,272 74
Black Hills & Fort Pierre	....	....	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	16,227 23	21,311 84	423,159 59	21,912 24	146,847 76	26,507 66
Wisconsin, Minnesota & Pacific	522 48	595 22	12,040 98	2,380 89	8,985 11	1,954 66
Chicago & Northwestern	42,228 12	159,850 73	2,258,797 29	83,874 53	191,631 35	61,727 90
Chicago, Milwaukee & St. Paul	50,951 96	144,386 18	2,304,598 02	130,460 65	514,678 19	86,414 88
Fremont, Elkhorn & Missouri Valley	6,230 50	11,757 14	114,752 53	10,795 80	27,593 49	5,886 28
Minneapolis & Pacific	464 82	1,544 60	13,556 85	1,712 26	17,196 55	75 00
Northern Pacific	* 30,792 94	20,605 59	487,028 27	....	298,386 21	36,181 81
St. Paul, Minneapolis & Manitoba	33,672 69	17,562 58	273,973 69	54,826 65	202,408 40	74,248 24
Total	$ 197,917 07	$ 396,341 15	$ 6,038,756 58	$ 330,433 75	$ 1,485,185 92	$ 302,269 17

* Cattle only.

TABLE VI.—*Continued.*

SUBDIVISION OF EXPENSES FOR OPERATING ROADS.

RAILROADS.	Insurance.	Stationery and Printing.	Outside Agencies and Advertising.	Miscellaneous and Contingencies.	Total Taxes Paid.	Taxes Paid in Dakota.
Burlington, Cedar Rapids & Northern	$ 10,784 54	$ 35,430 55	$ 34,793 79	$ 15,329 76	$ 77,750 00	$ 1,517 85
Black Hills & Fort Pierre	....	....	....	....	1,433 19	1,433 19
Chicago, St. Paul, Minneapolis & Omaha	14,300 71	40,098 36	58,911 91	24,023 87	235,461 22	1,364 71
Wisconsin, Minnesota & Pacific	936 67	2,477 66	3,474 35	1,941 42	4,628 33	377 88
Chicago & Northwestern	3,682 26	435,801 07	....	199,100 54	718,107 98*	29,851 71
Chicago, Milwaukee & St. Paul	49,570 24	173,947 54	201,726 86	414,617 55	735,593 24	30,895 57
Fremont, Elkhorn & Missouri Valley	....	12,096 48	11,177 06	11,663 72	74,023 93	2,425 82
Minneapolis & Pacific	1,215 58	4,910 05	173 40	4,772 78	1,448 09	95 79
Northern Pacific	† 56,150 11	52,730 76	111,916 54	130,778 51	268,402 95	75,284 54
St. Paul, Minneapolis & Manitoba	16,578 28	7,690 30	50,306 02	28,560 40	215,485 16	50,999 20
Total	$ 153,218 39	$ 765,182 77	$ 472,479 93	$ 830,788 55	$ 2,332,334 09	$ 194,246 20

* Includeing loss by fire.

TABLE VII.

OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS.	Miles.	OPERATING EXPENSES.		
		Total.	Per Mile of Road.	Per Train Mile.
Burlington, Cedar Rapids & Northern	1,027.2	$ 2,192,814 09	$ 2,134 75	$ 0 77667
Black Hills & Fort Pierre	15	87,775 23	5,851 68	....
Chicago, St. Paul, Minneapolis & Omaha	1,355.02	4,106,327 87	3,030 46	0 928
Chicago & Northwestern	4,049.97	15,125,980 74	3,734 84	0 7902
Chicago, Milwaukee & St. Paul	5,118	14,953,640 05	2,921 77	0 88
Fremont, Elkhorn & Missouri Valley	760.09	1,376,233 03	1,810 62	0 8726
Minneapolis & Pacific	216.70	132,432 04	611 13	0 829
Northern Pacific	2,875.09	7,173,019 69	2,494 18	1 066
St. Paul, Minneapolis & Manitoba	1,739	4,314,895 45	2,481 25	1 29
Wisconsin, Minnesota & Pacific	207.50	199,899 91	963 37	0 9352
Total	....	$ 49,663, 018 10	$ 26,034 05	$ 8 36767

TABLE VII.—*Continued.*

OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS.	EARNINGS.			DIFFERENCE.		Percentage of Expenses to Earnings	Percentage of Net Earnings to Stock and Debt.	Percentage of Net Earnings to Cost of Road and Equipment.
	Total.	Per Mile of Road.	Per Train Mile.	Earnings Over Expenses.	Expenses Over Earnings.			
Burlington, Cedar Rapids & Northern..............	$ 3,074,531 45	$ 2,921 67	$ 1 07538	$ 881,717 36	....	.71321	.469	.446
Black Hills & Fort Pierre..........................	72,765 33	....	....	....	$15,009 90	1.2	....	....
Chicago, St. Paul, Minn. & Omaha	6,456,110 28	4,764 58	1 454	2,349,782 41	....	.636	.0311	.0327
Chicago & Northwestern	26,369,085 11	6,434 70	1 361	11,243,104 37	....	.5736	.63	.726
Chicago, Milwaukee & St. Paul....................	25,273,999 20	4,938 25	1 47	10,320,359 15	....	.5917	.621	.613
Fremont, Elkhorn & Missouri Valley..............	2,632,574 23	3,407 22	1 6419	1,256,341 20	....	.5227	.354	.366
Minneapolis & Pacific	207,800 89	851 25	1 16	75,368 85	....	.637	....	....
Northern Pacific	13,263,814 54	4,447 11	1 882	6,090,794 85	....	.5399	.00038	.00041
St. Paul, Minneapolis & Manitoba	8,028,448 32	4,098 25	2 36	3,713,552 87	....	.53745	.39	.39
Wisconsin, Minnesota & Pacific...................	246,254 03	1,174 41	1 14	46,354 12	....	.8118	....	....
Total	$85,625,383 38	$33,037 44	$ 13 54428	$35,997,375 18	$15,009 90	....	....	....

TABLE VIII.

OPERATING EXPENSES, INTEREST AND RENTAL COMPARED WITH INCOME.

RAILROADS.	Miles.	Total Income.	Total Operating Expenses.	INTEREST AND RENTAL.		Total Operating Expenses, Interest and Rental.	Excess of Income Over Operating Expenses, Interest and Rental.	Excess of Operating Expense, Interest and Rental Over Income.
				Paid.	Unpaid.			
Burlington, Cedar Rapids & North'n	1,027.20	$ 3,074,531 41	$ 2,192,814 09	$ 777,097 03	....	$ 2,969,911 12	104,420 33	....
Black Hills & Fort Pierre..........	15	72,765 33	87,775 23	....	....	87,775 23	....	$15,009 90
Chicago, St. Paul, Minn. & Omaha..	1,355.02	7,229,852 20	4,106,228 87	1,447,203 67	32,000 00	5,585,542 54	* 1,663,901 68	....
Chicago & Northwestern...........	4,049.97	26,369,085 11	15,125,980 74	5,086,643 30	....	20,212,624 04	† 6,059,557 99	....
Chicago, Milwaukee & St. Paul.....	5,118	25,409,053 33	14,953,640 05	‡ 6,655,257 31	1,545,213 05	21,608,897 36	3,800,155 97	....
Fremont, Elkhorn & Missouri Valley	760.09	2,632,574 23	1,376,233 03	678,497 97	....	2,054,731 00	583,473 23	....
Minneapolis & Pacific	216.70	207,800 89	132,432 04	....	....	132,432 04	....	3,391 14
Northern Pacific	2,875.90	13,263,814 54	7,173,019 69	752,757 70	....	7,825,777 39	65,707 20	....
St. Paul, Minneapolis & Manitoba..	1,739	8,958,677 87	4,314,895 45	2,250,175 72	....	6,565,071 17	2,473,373 22	....
Wisconsin, Minnesota & Pacific....	207.50	246,254 03	199,899 91	5,521 20	....	205,421 11	....	....
Total........................	....	$ 87,464,408 94	$ 49,663,019 10	$ 17,653,153 90	$ 1,577,213 05	$ 67,348,183 00	$ 14,750,589 62	$18,401 64

* And loss in operating proprietary road.

† And sinking fund.

‡ Interest on funded debt accrued prior to July 1, 1886, $3,071,572 81.

TABLE IX.

INTEREST AND DIVIDEND COMPARED WITH INCOME.

RAILROADS.	Miles Operated.	Net Income.	Interest on Funded Debt.	Interest on Unfunded Debt.
Burlington, Cedar Rapids & Northern	1,027.20	$ 881,717 36	$ 758,855 00	....
Black Hills & Fort Pierre	15	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	1,355.02	2,349,781 41	1,337,955 98	....
Chicago & Northwestern	4,049.97	11,243,104 37	5,125,546 38	$ ....
Chicago, Milwaukee & St. Paul	5,118	10,455,413 28	6,665,257 31	....
Fremont, Elkhorn & Missouri Valley	760.09	1,256,341 20	664,018 62	$ 2,010 00
Minneapolis & Pacific	216.70	75,368 85	....	....
Northern Pacific	2,875.09	6,000,794 85	4,456,535 66	....
St. Paul, Minneapolis & Manitoba	1,739	4,643,782 42	2,170,409 20	....
Wisconsin, Minnesota & Pacific	2,075	46,354 12	....	....
Total	....	$ 37,042,657 86	$ 21,168,578 15	$ 2,010 00

TABLE IX.—*Continued.*

INTEREST AND DIVIDEND COMPARED WITH INCOME.

RAILROADS.	Dividends.	Surplus at Beginning of Year.	Surplus Close of Year.	Amount Property Account Has Been Increased During Year.
Burlington, Cedar Rapids & Northern		$ 497,502 56	$ 235,825 23	$ 565,815 86
Black Hills & Fort Pierre				
Chicago, St. Paul, Minneapololis & Omaha	$ 675,408 00	3,100,687 70	4,089,181 42	1,217,512 70
Chicago & Northwestern	3,444,504 00	11,494,099 66	3,347,094 07	*
Chicago, Milwaukee & St. Paul	1,508,388 00	5,901,317 69	3,576,299 71	14,287,849 77
Fremont, Elkhorn & Missouri Valley		486,,897 79	1,068,371 02	10,405,653 96
Minneapolis & Pacific				7,769,960 47
Northern Pacific		203,129 61	268,866 81	3,501,932 54
St. Paul, Minneapolis & Manitoba	1,200,000 00	2,117,297 92	2,374,888 98	11,057,399 10
Wisconsin, Minnesota & Pacific				
Total	$ 6,828,300 00	$ 23,710,962 84	$ 14,960,527 24	$ 48,806,124 40

* Reduction, $8,961,319 39.

TABLE X.

TRACK IN DAKOTA—MILES.

RAILROADS.	Road Owned.	Road Leased.	Total.	Double Track.	Sidings.	Length of Track Computed as Single Track.	Steel Rails.	Iron Rails.	Guage.	
									Feet.	Inches.
Burlington, Cedar Rapids & Northern	....	82.76	83.76	......	4.40	82.76	82.76	....	4	8½
Black Hills & Fort Pierre	15	....	15	......	2	15	10	5	3	......
Chicago, St. Paul, Minneapolis & Omaha	88.37	....	88.37	......	5.72	88.37	55.05	33.32	4	8½
Chicago & Northwestern	....	700.71	700.71	......	......	....	573.28	127.43	3 4	8½
Chicago. Milwaukee & St. Paul	1,115.26	....	1,115.26	......	59.71	1,115.26	527.64	587.62	4	8½
Fremont, Elkhorn & Missouri Valley	85.69	....	85.69	......	......	85.69	85.69	....	4	8½
Minneapolis & Pacific	28.30	....	28.30	......	2.40	28.30	28.30	....	4	8½
Northern Pacific	378.30	332.71	711	4.50	81.70	715.50	554	161.50	4	8½
St. Paul, Minneapolis & Manitoba	808.62	....	808.62	......	77.70	808.62	649.52	159.10	4	8½
Wisconsin, Minnesota & Pacific	38.50	1	39.50	......	1.45	38.50	38.50	....	4	8½
Total	2,558.04	1,117.17	3,675.21	4.50	235.08	2,978	2,604.74	1,073.97	......	......

TABLE XI.

MILEAGE TRAFFIC.

RAILROADS.	PASSENGER TRAINS.			FREIGHT TRAINS.			Miles Run by Switching Trains.	Miles Run by Construction and Other Trains.	Total Train Mileage.
	Miles Run by.	Av. Number Cars.	Av. Wt. Tons.	Miles Run by.	Av. Number Cars.	Av. Wt. Tons.			
Burlington, Cedar Rapids & Nothern	1,052,141	3½	75	1,171,179	16½	175	316,759	115,697	3,255,776
Black Hills & Fort Pierre	*	......	......	....	8	36	....	....	3,600
Chicago, St. Paul Minneapolis & Omaha	1,789,796	4.77	123	2,634,598	19.92	219	1,177,244	493,312	6,094,950
Chicago & Northwestern	6,363,525	4.42	110½	12,782,776	20.03	220	5,512,362	981,164	25,639,827
Chicago, Milwaukee & St. Paul	6,578,959	4	108	10,407,959	16	176	4,209,525	1,251,521	22,447,964
Fremont, Elkhorn & Missouri Valley	503,228	6	128.18	1,074,015	21	220.11	222,106	46,044	1,845,391
Minneapolis & Pacific	79,605	......	......	80,090	......	......	....	20,188	179,883
Northern Pacific	2,308,747	6.42	216	4,416,944	21.24	240	....	242,892	6,968,583
St. Paul, Minneapolis & Manitoba	1,361,862	4.68	......	1,989,299	22.36	......	....	3,559,357	6,910,518
Wisconsin, Minnesota & Pacific	115,018	3	67½	98,763	10.50	105	....	6,756	220.517
Total	20,162,881	36.79	828.18	34,655,603	155.55	1391.11	11,437,996	6,716,931	73,567,009

* Run only mixed trains.

TABLE XI.—*Continued.*

MILEAGE TRAFFIC.

RAILROADS.	Number of Passengers Carried.	Number of Passengers Carried One Mile.	Average Distance Traveled Miles.	Average Amt. Paid by Each Person.	Passenger Fare Per Mile.			Speed in Dakota.	
					Highest Cents.	Lowest Cents.	Average Cents.	Passenger Trains.	Freight Trains.
Burlington, Cedar Rapids & Northern............	551,503	27,102,076	49.142	$ 1 23$\frac{5}{10}$	3½	1½	2.513	25	12
Black Hills & Fort Pierre	....	....	....	....	5	5	5	10	10
Chicago, St. Paul, Minneapolis & Omaha.........	1,238,686	59,891,921	48.3	1 25	4	1	2.59	22½	10½
Chicago & Northwestern	9,799,138	254,581,147	26	0 60	4	1	2.29	23	15
Chicago, Milwaukee & St. Paul..................	5,683,949	222,067,541	39	0 98	4	1.125	2.51	21	12
Fremont, Elkhorn & Missouri Valley.............	252,784	18,582,535	73	2 52	5	1.75	3.43	23	12
Minneapolis & Pacific	30,662	922,428	30	0 88$\frac{4}{5}$	......	......	2.90	25	10
Northern Pacific................................	979,505	111,958,786	114	3 11	......	......	2.732	26	13½
St. Paul, Minneapolis & Manitoba................	2,042,271	66,807,712	31.245	0 73$\frac{17}{50}$	......	......	2.24	20 to 28	10 to 15
Wisconsin, Minnesota & Pacific..................	59,382	1,306,406	22	0 68$\frac{77}{100}$	4½	1	3.13	20	10
Total	20,637,880	763,220,552	432.687	12 0041	30	13.50	29.335	......	......

TABLE XII.

FREIGHT TRAFFIC AND CAR MILEAGE.

RAILROADS.	Number Tons Local Freight Carried.	Total Tons of Freight Carried.	Total Tons of Freight Carried One Mile.	Number of Miles Run by Loaded Cars East and South.	Number of Miles Run by Loaded Cars North and West.	Number of Miles Run by Empty Cars East and South.
Burlington, Cedar Rapids & Northern	14,542	47,319	2,431,064	107,689	111,624	36,816
*Black Hills & Fort Pierre	....	....	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	1,218,904	2,342,084	394,271,247	W. and S. 23,221,398	E. and N. 16,247,831	W. and S. 2,400,747
Chicago & Northwestern	....	9,844,534	1,763,628,377	94,096,894	96,836,247	33,274,313
Chicago, Milwaukee & St. Paul	6,683,305	7,344,190	1,585,473,568	79,559,038	88,848,830	35,285,922
Fremont, Elkhorn & Missouri Valley	99,639	451,599	89,330,098	3,339,155	8,991,081	7,295,796
Minneapolis & Pacific	....	78,987	....	747,703	....	310,276
Northern Pacific	2,068,493	2,128,166	537,180,949	25,279,409	40,538,495	20,861,253
St. Paul, Minneapolis & Manitoba	....	2,246,279	450,932,489	18,453,205	22,984,473	9,244,449
Wisconsin, Minnesota & Pacific	....	191,310	8,322,676	373,342	421,970	214,752
Total	10,084,883	24,674,468	4,831,570,459	245,177,833	274,980,551	108,924,324

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* Accounts kept by the car load.

TABLE XII.—*Continued.*

FREIGHT TRAFFIC AND CAR MILEAGE.

RAILROADS.	Number of Miles Run by Empty Cars North and West.	Total Freight Car Mileage.	Percentage of Empty Cars Hauled East and South.	Percentage of Empty Cars Hauled West and North.	Freight per Ton per Mile. Average for Local.	Freight per Ton per Mile. Average for All.
Burlington, Cedar Rapids & Northern	32,493	288,622	12.75	11.25	$ .0308	$ .32790
*Black Hills & Fort Pierre	....	....	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	E. and N. 9,062,738	50,932,714	W. and S. 9.00	E. and N. 36.00	.0133	.01180
Chicago & Northwestern	31,773,144	255,980,598	26.12	24.70	....	.01100
Chicago, Milwaukee & St. Paul	25,537,819	229,231,609	31.00	22.00	.0117	.01140
Fremont, Elkhorn & Missouri Valley	901,201	20,535,233	68.60	9.18	.0243	.02040
Minneapolis & Pacific	....	1,057,979	....	....	....	.01910
Northern Pacific	7,440,894	94,120,051	45.20	15.50	.0183	.01630
St. Paul, Minneapolis & Manitoba	5,494,967	56,177,094	33.30	19.30	....	.01360
Wisconsin, Minnesota & Pacific	161,688	1,171,752	36.52	27.17	....	.02205
Total	80,412,944	709,495,652	262.49	165.10	$ .0984	$ .45355

* Accounts kept by the car load.

TABLE XIII.

EQUIPMENT.

RAILROADS.	LOCOMOTIVES.				CARS.								
	Total Number.	Maximum Weight, Tons.	Average Weight, Tons.	Equipped with Train Brake.	Passenger.	Baggage, Mail and Express.	Parlor, Dining and Sleeping.	Box Freight Cars.	Stock.	Coal.	Other Cars.	Total Cars.	Equipped with Train Brake.
Burlington, Cedar Rapids & Northern	105	70	54	31	35	15	*16	3,008	120	732	65	3,991	62
Black Hills & Fort Pierre	3	46	20	......	1	......	......	......	......	60	......	61	....
Chicago, St. Paul, Minneapolis & Omaha	196	77½	54½	114	86	47	†8	3,933	410	1,696	15	6,295	141
Chicago & Northwestern	735	75	50	446	296	138	20	12,566	1,914	3,647	4,835	23,416	‡517
Chicago, Milwaukee & St. Paul	731	63	39	246	327	227	72	14,257	2,305	4,613	469	22,270	327
Fremont, Elkhorn & Missouri Valley	74	57	50	62	22	11	......	400	690	350	37	1,510	33
Minneapolis & Pacific	16	40	30	......	8	6	......	500	25	175	9	723	....
Northern Pacific	412	83	40	251	152	83	36	4,972	901	3,474	1,366	11,386	271
St. Paul, Minneapolis & Manitoba	216	52	39	52	92	42	22	3,909	66	2,059	150	6,340	156
Wisconsin, Minnesota & Pacific	‖	......	......	......	......	2	......	......	......	......	......	2	....
Total	2,488	563½	376½	1,202	1,019	571	174	43,535	6,431	16,806	6,946	75,894	1,507

* Fourteen combination; two officers'.

† Includes two officers'.

‡ Passenger cars.

‖ Road is operated by the Minneapolis & St. Louis Railway; employes are paid by that company.

TABLE XIII.—*Continued.*

EQUIPMENT.

RAILROADS.	STATIONS.		EMPLOYES.		Amount Paid Empioyes During Year.	
	Total.	In Dakota.	Total.	In Dakota.	Total.	In Dakota,
Burlington, Cedar Rapids & Northern	149	9	2,340	93	$ 1,341,941 25	$ 30,060 00
Black Hills & Fort Pierre	4	4	50	50	....	....
Chicago, St. Paul, Minneapolis & Omaha	226	9	5,396	459	2,714,424 73	230,997 00
Chicago & Northwestern	667	72	16,915	1,115	10,286,525 12	678,932 50
Chicago, Milwaukee & St. Paul	968	117	20,193	3,168	11,842,734 72	1,698,522 87
Fremont, Elkhorn & Missouri Valley	72	96	1,826	123	1,068,898 14	67,295 04
Minneapolis & Pacific	31	4	419	19	....	818 16
Northern Pacific	433	86	6,352	1,207	5,109,052 68	872,000 00
St. Paul, Minneapolis & Manitoba	320	136	7,054	2,963	3,234,578 28	1,358,522 88
Wisconsin, Minnesota & Pacific	33	5	485	97	*	....
Total	2,913	448	61,030	9,294	$ 35,598,154 92	$ 4,946,148 45

* Road is operated by Minnesota & St. Louis Railway; employes paid by that Company.

TABLE XIV.

BRIDGES, CATTLE GUARDS AND CROSSINGS.

RAILROADS.	TRUSS BRIDGES.						Wooden Trestle and Pile.	
	Wood.		Combination.		Iron.			
	Number.	Av. L'ngth in Feet.	Number.	Av. L'ngth in Feet.	Number.	Av. L'ngth in Feet.	Number.	Av. L'ngth in Feet.
Burlington, Cedar Rapids & Northern	....	....	1	100	....	....	69	6,176
Black Hills & Fort Pierre	....	....	....	....	....	....	18	3,044
Chicago, St. Paul, Minneapolis & Omaha	2	220	3	370	1	150	69	10,510
Chicago & Northwestern	3	333	4	576	1	240	738	48,372
St. Paul, Minneapolis & Manitoba	2	* 694	....	....	....	....	853	* 56,556
Fremont, Elkhorn & Missouri Valley	....	....	1	180	....	....	198	19,722
Minneapolis & Pacific	....	....	....	....	....	....	33	2,238
Northern Pacific	1	412	6	969	1	14,428	1,012	59,447
Chicago, Milwaukee & St. Paul	5	762	1	157	....	....	929	71,458
Wisconsin, Minnesota & Pacific	....	....	....	....	....	....	22	3,228
Total	13	....	16	....	3	....	3,941	....

* Aggregate length.

TABLE XIV.—*Continued.*

BRIDGES, CATTLE GUARDS AND CROSSINGS.

RAILROADS.	Arch Culverts.		Box Culverts.		Bridges Built This Year. Length in Feet.	Number Cattle Guards in Dakota.	CROSSINGS.						
							Railroad.		Highways.				
	Twenty feet Opening or More.	Less Than Twenty ft Opening.	Timber.	Stone.			Number at Grade.	Over or under Grade	At Grade.	Over Track.	Under Track.	Eighteen ft. above Tk.	Not 18 Feet above Tk.
Burlington, Cedar Rapids & Northern......	......	......	156	1	....	3	4	......	101	......	1	......	......
Black Hills & Fort Pierre..................	......	......	12	......	....	......	......	.....	6	......	4	......	......
Chicago, St. Paul, Minneapolis & Omaha...	......	......	101	......	4,467	......	3	......	68	......	......	......	......
Chicago & Northwestern	......	......	231	2	2,408	49	12	1	618	.....	4	......	......
St. Paul, Minneapolis & Manitoba..........	......	......	......	......	17,458	......	5	......	......	......	......	......	......
Fremont, Elkhorn & Missouri Valley.......	......	......	Pipe 71 3	5	10.722	32	......	......	27	......	4	......	......
Minneapolis & Pacific......................	......	......	14	......	....	......	2	......	20	......	......	......	......
Northern Pacific...........................	......	......	455	5	....	......	2	......	467	......	1	......	......
Chicago, Milwaukee & St. Paul.............	......	2	1,541	23	13,963	......	8	1	973	2	4	......	4
Wisconsin, Minnesota & Pacific	......	......	45	......	....	......	......	......	38	......	1	......	......
Total..............................	......	2	2,629	36	48,658	84	36	2	2,318	2	19	......	2

TABLE XV.

TONNAGE CLASSIFIED.

RAILROADS.	Grain.	Flour.	Provisions.	Animals.	Other Agricultural Products.	Lumber and Forest Products.	Coal.
Burlington, Cedar Rapids & Northern	257,985	94,532	43,826	141,143	125,857	147,129	664,449
Black Hills & Fort Pierre	....	....	.. ..	....	....	....	....
Chicago, Milwaukee & St. Paul	1,577,677	577,845	88,851	343,014	279,731	1,346,375	773,778
Chicago, St. Paul, Minneapolis & Omaha	393,236	354,610	10,071	78,460	99,070	609,879	191,536
Chicago & Northwestern	1,280,184	218,216	102,450	418,098	333,658	1,170,657	1,489,059
Fremont, Elkhorn & Missouri Valley	125,576	12,194	3,648	79,678	13,396	74,401	35,411
Minneapolis & Pacific	38,706	127	....	....	....	14,415	9,541
Northern Pacific	470,331	30,220	20,685	82,869	41,785	508,479	383,462
St. Paul, Minneapolis & Manitoba	1,021,987	54,941	10,438	21,138	26,283	313,873	47,325
Wisconsin, Minnesota & Pacific	62,352	26,857	....	1,055	134	47,420	10,752
Total	5,228,034	1,369,542	279,969	1,165,455	919,914	4,232,628	3,605,313

TABLE XV.—*Continued.*

TONNAGE CLASSIFIED.

RAILROADS.	Plaster. Lime, &c.	Salt.	Petroleum and Oil.	Iron, Steel and Castings.	Stone and Brick.	Manufactures.	Mdse, &c.	Total.
Burlington, Cedar Rapids & Northern	....	93,170	* 17,141	40,024	....	55,472	210,862	1,892,890
Black Hills & Fort Pierre	....	....	....	....	....	....	....	....
Chicago, Milwaukee & St. Paul	102,786	59,077	....	231,288	255,073	151,858	1,556,837	7,344,190
Chicago & Northwestern	28,808	10,773	47	41,689	144,038	37,473	346 394	2,342,084
Chicago, St. Paul, Minneapolis & Omaha	91,196	56,377	73,281	494,856	254,146	385,769	3,476,587	9,844,534
Fremont, Elkhorn & Missouri Valley	2,458	3,504	2,668	11,010	10,174	....	77,481	451,599
Minneapolis & Pacific	....	....	....	....	....	837	15,361	78,987
Northern Pacific	20,408	....	14,172	81,093	51,404	36,433	336,825	2,128,166
St. Paul, Minneapolis & Manitoba	9,102	7,708	8,113	12,161	36,828	24,238	140,075	1,734,210
Wisconsin, Minnesota & Pacific	2,111	635	627	172	1,918	21,104	16,173	191,310
Total	256,869	231,744	116,049	912,293	753,581	713,184	6,176,595	26,007,970

* Emigrant moveables.

TABLE XVI.

DAKOTA TONNAGE CLASSIFIED.

RAILROADS.	Grain.	Flour.	Provisions.	Animals.	Other Agricultural Products.	Lumber and Forest Products.	Coal.
Burlington, Cedar Rapids & Northern	15,464	1,742	81	948	4,406	2,527	9,662
*Black Hills & Fort Pierre	....	....	....	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	3,940	2,209	63	494	624	2,380	1,205
Chicago & Northwestern	185,385	11,246	1,941	9,931	40,937	65,296	91,212
Chicago, Milwaukee & St. Paul	275,422	19,028	665	14,267	59,111	11,817	638
Fremont, Elkhorn & Missouri Valley	6,250	2,983	530	22,517	3,535	5,377	1,500
Minneapolis & Pacific	152	12	....	....	....	....	....
Northern Pacific	229,684	24,458	13,212	52,899	14,419	78,017	51,999
§St. Paul, Minneapolis & Manitoba	....	....	....	....	....	....	....
Wisconsin, Minnesota & Pacific	4,224	1,899	....	71	9	3,249	715
Total	720,521	63,497	16,492	101,127	123,041	168,663	156,931

* No account of tonnage kept.

§ Cannot give this.

TABLE XVI.—*Continued.*

DAKOTA TONNAGE CLASSIFIED.

RAILROADS.	Plaster, Lime and Cement.	Salt.	Petroleum and Oil.	Iron, Steel and Castings.	Stone and Brick.	Manufactures.	Merchandise, etc.	Total.
Burlington, Cedar Rapids & Northern	7,258	....	† 380	64	‡	718	4,069	47,319
*Black Hills & Fort Pierre	....	....	....	....	....	....	....	....
Chicago, St. Paul, Minneapololis & Omaha	181	68	....	263	908	236	2,184	14,755
Chicago & Northwestern	3,474	2,289	4,856	10,822	5,842	11,328	74,718	519,280
Chicago, Milwaukee & St. Paul	617	37	....	10,186	22,761	2,717	71,127	488,393
Fremont, Elkhorn & Missouri Valley	78	691	717	1,729	989	....	14,895	61,791
Minneapolis & Pacific	....	....	....	....	....	....	31	195
Northern Pacific	7,633	....	10,922	12,974	4,162	24,080	140,254	664,713
§St. Paul, Minneapolis & Manitoba	....	....	....	....	....	....	....	....
Wisconsin, Minnesota & Pacific	143	47	44	12	130	1,430	1,096	12,989
Total	19,384	3,132	16,919	36,050	34,792	40,509	308,374	1,809,435

* No account of tonnage kept.

§ Cannot give this.

† Emigrant moveables.

‡ See "Plaster, Lime and Cement."

TABLE XVII.

ACCIDENTS TO PERSONS.

RAILROADS.	KILLED.									INJURED.			
	Passengers	Employes.	Others.	Total.	Fell from Train.	Getting on and off Train.	Miscell a-neous.	Tresp'ssers on Track.	Suicide in Dakota.	Passengers	Employes.	Others.	Total.
Burlington, Cedar Rapids & Northern..........	......	1	......	1	......	1	......	......	......	......	......	......	......
Black Hills & Fort Pierre	......	......	......	......	......	......	......	......	......	......	......	......	......
Chicago, St. Paul, Minneapolis & Omaha.......	......	......	......	......	......	......	......	......	......	......	......	......	......
Chicago & Northwestern................	......	3	1	4	2	......	2	......	......	......	18	3	21
Chicago, Milwaukee & St. Paul................	......	6	3	9	1	1	5	2	......	4	37	4	45
Fremont, Eikhorn & Missouri Valley...........	......	......	......	......	......	......	......	......	......	......	2	......	......
Minneapolis & Pacific	......	......	......	......	......	......	......	......	......	......	1	......	1
Northern Pacific..............................	1	5	3	9	1	......	5	3	......	44	49	5	98
Wisconsin, Minnesota & Pacific................	......	......	......	......	......	......	......	......	......	......	......	......	......
St. Paul, Minneapolis & Manitoba..............	......	2	3	5	......	1	3	1	......	......	18	3	21
Total..................................	1	17	10	28	4	3	15	6	......	48	125	15	186

TABLE XVII.—*Continued.*

ACCIDENTS TO PERSONS.

RAILROADS.	INJURED.										
	Derailment	Collision.	Coupling Cars.	Fell from Train.	Getting on and off Train.	Highway Crossings.	Miscellaneous.	Overhead Obstructions.	Stealing Rides.	Trespassing on Track.	While Intoxicat'd.
Burlington, Cedar Rapids & Northern	....	....	......	......	......	......	......	......	......	......	......
Black Hills & Fort Pierre	....	....	......	......	......	......	......	......	......	......	......
Chicago, St. Paul, Minneapolis & Omaha	....	....	......	......	......	......	......	......	......	......	......
Chicago & Northwestern	1	3	11	......	1	......	4	......	1	......	......
Chicago, Milwaukee & St. Paul	1	1	11	7	2	......	19	......	1	2	1
Fremont, Elkhorn & Missouri Valley	....	....	1	......	1	......	......	......	......	......	......
Minneapolis & Pacific	....	....	......	......	......	......	1	......	......	......	......
Northern Pacific	46	6	19	6	6	......	11	1	1	2	......
Wisconsin, Minnesota & Pacific	....	....	......	......	......	......	......	......	......	......	......
St. Paul, Minneapolis & Manitoba	....	....	14	......	3	......	4	......	......	......	......
Total	48	10	56	13	13	......	39	1	3	4	1

TABLE XVIII.

PROPERTY ACCOUNTS — CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

CONSTRUCTION.

RAILROADS.	Grading.	Bridging and Masonry.	Superstructure, Including Rails.	Land, Land Damages and Fences.	Passenger and Freight Stations.
Burlington, Cedar Rapids & Northern	$ 182,672 69	$ 26,009 25	$ 231,324 51	$ 4,241 97	$ 31,118 38
Black Hills & Fort Pierre	....	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	149,410 32	17,370 86	206,595 50	240,404 75	26,292 78
Chicago & Northwestern	* 718,876 46	† 627,971 42	1,186,470 82	‡ 254,053 20	402,135 20
Chicago, Milwaukee & St. Paul	75,073 68	64,338 68	270,320 26	36,257 19	142,321 66
Fremont, Elkhorn & Missouri Valley	* 1,115,172 75	220,237 84	1,085,954 54	‡ 674,978 24	186,855 30
Minneapolis & Pacific	672,843 65	183,729 97	1,473,136 25	201,322 42	94,861 97
Northern Pacific	2,133,562 84	535,377 64	681,672 85	3,266 29	166,637 92
St. Paul, Minneapolis & Manitoba	....	....	....	....	....
Wisconsin, Minnesota & Pacific	....	....	....	....	....
Total	$ 5,047,612 39	$ 1,675,035 66	$ 5,135,474 73	$ 1,414,524 26	$ 1,050,223 21

* Includes masonry.

† Includes side-track.

‡ Includes road crossing, etc.

TABLE XVIII.—*Continued.*

PROPERTY ACCOUNTS — CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

CONSTRUCTION.

RAILROADS.	Engine House, Car Sheds and Turn Tables.	Machine Shop, Including Machinery and Tools.	Engineering, Agency Salaries and Construction.	Purchase of Other Roads, or Improvements on Other Roads.	Totals for Construction and Improvements.
Burlington, Cedar Rapids & Northern	$ 12,615 46	...	$ 7,963 33	$ 29,485 47	$ 525,431 06
Black Hills & Fort Pierre	...	...	...	...	...
Chicago, St. Paul, Minneapolis & Omaha	2,866 90	1,976 66	1,320 00	416,865 11	1,063,102 88
Chicago & Northwestern	...	...	§ 48,200 15	226,859 63	3,464,566 87
Chicago, Milwaukee & St. Paul	35,579 74	21,856 93	8,049,847 39	4,448,341 55	13,143,937 08
Fremont, Elkhorn & Missouri Valley	...	...	49,616 46	6,776,550 21	10,109,365 34
Minneapolis & Pacific	5,854 52	907 94	44,141 78	¶ 4,628,812 33	7,305,610 83
Northern Pacific	51,373 59	4,923 98	125,282 63	...	3,702,097 74
St. Paul, Minneapolis & Manitoba	...	...	...	...	10,329,606 92
Wisconsin, Minnesota & Pacific	...	...	...	...	...
Total	$ 108,290 21	$ 29,665 51	$ 8,326,371 74	$ 16,526,914 30	$ 49,643,718 70

§ Includes telegraph.

¶ Interest and discount and other miscellaneous items.

TABLE XVIII.--*Continued.*

PROPERTY ACCOUNTS—CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

EQUIPMENT.

RAILROADS.	Locomotives.	Passenger, Baggage and Express Cars.	Freight and Other Cars.	Total for Equipment.
Burlington, Cedar Rapids & Northern	$ 11,243 81	$ 12,361 75	$ 28,835 60	$ 5,228 61
Black Hills & Fort Pierre	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	17,895 64	8,788 14	236,853 53	263,537 31
Chicago & Northwestern	259,935 10	48,765 43	*651,418 64	960,119 17
Chicago, Milwaukee & St. Paul	418,677 41	311,892 89	413,342 39	1,143,912 69
Fremont, Elkhorn & Missouri Valley	....	....	....	296,285 62
Minneapolis & Pacific	124,191 56	48,949 24	285,365 55	464,349 64
Northern Pacific	261,110 31	4,104 41	*157,170 98	422,385 70
St. Paul, Minneapolis & Manitoba	....	....	....	727,792 18
Wisconsin, Minnesota & Pacific	....	....	....	....
Total	$ 1,093,053 83	$ 434,861 86	$ 1,749,379 69	$ 4,307,217 47

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* Includes pile-drivers and tools.

TABLE XVIII.—*Continued.*

PROPERTY ACCOUNTS—CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

EQUIPMENT.

RAILROADS.	Other Expenditures Charged to Property Accounts.	Total Expenditures Charged to Property Accounts.	Credits Charged to Property Accounts.	Net Additions to Property Accounts.
Burlington, Cedar Rapids & Northern	$ 11,028 50	$ 565,815 86	$	$ 565,815 86
Black Hills & Fort Pierre	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	....	1,326,640 19	109,127 49	1,217,512 70
Chicago & Northwestern	....	4,424,686 04	13,385,005 43	† ....
Chicago, Milwaukee & St. Paul	....	14,287,849 77	....	14,287,849 77
Fremont, Elkhorn & Missouri Valley	....	10,405,650 96	....	10,405,650 96
Minneapolis & Pacific	5,843 29	7,769,960 47	....	7,769,960 47
Northern Pacific	51,233 62	4,175,717 06	673,784 52	3,501,932 54
St. Paul, Minneapolis & Manitoba	....	11,057,399 10	....	11,057,399 10
Wisconsin, Minnesota & Pacific	....	....	....	....
Total	$ 68,105 41	$ 54,013,719 45	$ 14,167,917 44	$ 48,806,121 40

† Reduction, $8,960,319 39.

TABLE XIX.

TELEGRAPH, RAILS, ETC.

RAILROADS.	TRACK SECTIONS.			TIES.		RAILS.				
	Number in Dakota.	Average Length.	Number of Men in Each.	No. of New Laid During the Year in Dakota.	Average Years Ties Last in Track.	Tons of New Iron laid during Year in Dakota.	Tons of New Steel Laid During Year in Dakota.	Miles of New Rail laid during Year in Dakota.	Average Years Iron Rails last in track.	Average Years Steel Rails last in track.
Burlington, Cedar Rapids & Northern.........	14	5.9	4.2	968	4 to 6	....	870.32	9.89	....	8 to 10
Black Hills & Fort Pierre.....................	3	5.0	6.0	20,000	4	....	300	5	5	* ......
Chicago, St. Paul, Minn. & Omaha...........	11	7.0	4.0	16,822	8	....	2,895.448	32.9	12	* ......
Chicago & Northwestern	81	8.0	3.7	14,891	......	....	401.2090	4	....	....
Chicago, Milwaukee & St. Paul	139	8.0	5.0	874,801	6 to 8	964.1344	23,034.896	282.32	4 to 6	8 to 10
Fremont, Elkhorn & Missouri Valley..........	14	6.0	5.0	....	......	....	....	....	....	....
Minneapolis & Pacific.........................	3	9.0	5.0	84,900	......	....	....	30.7	....	....
Northern Pacific.............................	109	6.5	4.0	97,723	7	....	346.1761	3.4967	7	10
St. Paul, Minneapolis & Manitoba............	135	6.8	4.0	119,831	......	355	6,781	81	....	....
Wisconsin, Minnesota & Pacific	6	6.6	3.5	181	4	....	....	....	....	8
Total..................................	515	......	......	1,230,117	......	1,319.1344	34,629.0491	449.3067	....	....

* On trial.

TABLE XIX.—*Continued.*

TELEGRAPH, RAILS, ETC.

RAILROADS.	FENCING.					TELEGRAPH.		
	Miles of Road Fenced in Dakota.	Total Cost of Fencing in Dakota.	Average Cost per Rod	Miles Built During Year.	Miles Needed to Fence Track.	Number of Offices in Dakota.	Miles Owned by Railroad Company.	Miles Owned by Western Union Telegraph Company.
Burlington, Cedar Rapids & Northern	3.96	....	....	2.596	....	9	....	935
Black Hills & Fort Pierre	....	....	....	....	....	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	....	....	....	....	....	9	44.189	† ....
Chicago & Northwestern	138.26	....	....	....	....	71	‡	§ ....
Chicago, Milwaukee & St. Paul	....	....	....	....	....	95	558.54	540.23
Fremont, Elkhorn & Missouri Valley	....	....	....	....	....	6	87	....
Minneapolis & Pacific	....	....	....	....	....	4	28.30	....
Northern Pacific	6	....	....	....	....	....	711	....
St. Paul, Minneapolis & Manitoba	22.23	....	....	....	....	83	....	808.62
Wisconsin, Minnesota & Pacific	....	....	....	....	....	5	39½	....
Total	....	....	....	2.596	....	....	....	....

† Half of all telegraph lines on this Company's right of way.

‡ None exclusively.

§ Own or control telegraph lines along this Company's road.

TABLE XX.

COMPARATIVE TABLE OF CAPITAL STOCK, DEBT, EARNINGS AND PERCENTAGE OF EXPENSES FOR YEARS ENDING JUNE 30, 1886-7.

RAILROADS.	CAPITAL STOCK.		DEBT.		Rate of Interest on Indebteness.
	1886.	1887.	1886.	1887.	
Burlington, Cedar Rapids & Northern	$ 7,235,000 00	$ 7,235,000 00	$ 14,906,297 66	$ 15,020,130 51	5, 6, 7
Black Hills & Fort Pierre	300,000 00	300,000 00	....	....	....
Chicago, St. Paul, Minneapolis & Omaha	34,050,126 66	34,050,126 66	22,620,002 14	22,620,002 14	6, 7, 8, 10
Chicago & Northwestern	74,930,320 53	74,900,820 53	94,339,605 45	103,052,993 61	4, 5, 6, 7, 8
Chicago, Milwaukee & St. Paul	52,445,161 00	52,507,961 00	103,271,000 00	115,833,000 00	5, 6, 7, 8
Fremont, Elkhorn & Missouri Valley	15,000,000 00	21,750,000 00	8,429,170 45	13,690,611 17	6
Minneapolis & Pacific	....	53,000 00	....	3,606,000 00	5
Northern Pacific	outstanding, 87,058,310 99	outstanding, 86,786,199 17	78,246,513 38	83,234,541 77	6
St. Paul, Minneapolis & Manitoba	20,000,000 00	20,000,000 00	32,360,000 00	43,289,976 80	4, 4½, 6, 7
Wisconsin, Minnesota & Pacific	5,138,200 00	5,381,400 00	3,258,326 95	3,228,000 00	6
Total	$ 296,157,119 18	$ 302,964,507 36	$ 357,431,006 03	$ 403,575,346 00	....

TABLE XX.—*Continued.*

COMPARATINE TABLE OF CAPITAL STOCK, DEBT, EARNINGS AND PERCENTAGE OF EXPENSES FOR YEARS ENDING JUNE 30, 1886-7.

RAILROADS.	EARNINGS.		OPERATING EXPENSES.	
	1886.	1887.	1886.	1887.
Burlington, Cedar Rapids & Northern	$ 2,945,228 34	$ 3,074,531 45	$ 2,107,181 37	$ 2,192,814 09
Black Hills & Fort Pierre	70,435 96	72,765 33	81,686 30	87,775 23
Chicago, St. Paul, Minneapololis & Omaha	5,994,096 64	6,456,110 28	3,718,916 89	4,106,327 87
Chicago & Northwestern	24,400,368 46	26,369,085 11	13,898,275 73	15,125,980 74
Chicago, Milwaukee & St. Paul	24,439,190 44	25,273,999 20	14,948,391 32	14,953,640 05
Fremont, Elkhorn & Missouri Valley	1,859,083 63	2,632,574 23	905,577 97	1,376,233 03
Minneapolis & Pacific	....	207,800 89	....	132,432 04
Northern Pacific	11,730,527 20	12,780,448 10	6,156,263 74	7,173,019 69
St. Paul, Minneapolis & Manitoba	7,321,736 21	8,028,448 32	3,838,651 95	4,314,895 45
Wisconsin, Minnesota & Pacific	228,185 83	246,254 03	183,470 74	199,899 91
Total	$ 78,988,852 71	$ 85,151,016 94	$ 45,838,416 11	$ 49,663,018 09

TABLE XXI.

COMPARATIVE SUMMARY FOR THE YEARS ENDING JUNE 30, 1886-7.

TOATL LENGTH OF ROADS AND BRANCHES.	1886.	1887.	Increase of 1887 over 1886.	Decrease of 1887 from 1886.
Total length of lines and branches in Dakota	2,898.90	3,675.21	776.31	....
Total length of double track in Dakota	4.50	4.50	....	....
Total length of sidings in Dakota	179.95	235.08	58.13	....
Capital stock paid in	$ 296,157,119 18	$ 302,964,507 36	$ 6,807,388 18	....
Capital stock paid in per mile of road	207,699 44	171,700 98	....	$ 35,998 46
Total funded debt	342,813,092 14	385,513,890 14	40,700,798 00	....
Total unfunded debt	14,613,913 89	20,061,455 86	5,447,541 97	....
Total debt	357,427,006 03	403,575,346 00	46,148,339 97	....
Total debt per mile	170,047 19	174,554 63	4,507 44	....
Total stock and debt	653,784,125 21	702,457,453 36	48,673,328 15	....
Total stock and debt per mile	377,746 50	368,457 70	....	9,288 80
Total cost of road and equipment	536,956,730 60	594,602,513 23	....	42,454,217 37
Total cost of road and equipment per mile	280,376 31	266,803 09	....	13,573 22
Proportion of cost for Dakota	77,939,018 22	98,795,828 59	20,856,810 37	....

TABLE XXII.

COMPARATIVE SUMMARY.—CONTINUED.

OPERATING EXPENSES.	1886.	1887.	Increase of 1887 Over 1886.	Decrease of 1887 From 1886.
Maintenance of way and buildings	$ 10,764,105 57	$ 11,046,929 00	$ 282,823 43	....
Motive power and cars	7,211,245 22	7,480,938 20	269,692 98	....
Conducting transportation	21,774,679 59	24,755,461 61	2,980,782 02	....
General expenses	6,087,385 63	6,379,689 29	292,303 66	....
Total operating expenses	45,837,416 01	49,663,018 10	3,825,602 09	....
Proportion for Dakota	6,572,103 27	8,154,830 02	1,582,726 75	....
Operating expenses per mile	21,980 70	26,134 05	4,153 35	....
Operating expenses per train mile (per cent.)	1.041	.93	....	.11
Operating expenses—per cent. of earnings	.66	.6763	.0163	....
Interest and rental	22,291,620 03	19,230,366 95	....	3,061,253 08
Operating expenses, interest and rental	68,129,036 04	68,893,385 05	764,349 01	....

TABLE XXIII.

COMPARATIVE SUMMARY.—CONTINUED.

EARNINGS.	1886.	1887.	Increase of 1887 over 1886.	Decrease of 1887 from 1886.
From passenger	$ 17,994,590 02	$ 18,924,206 00	929,615 98	....
From express	1,397,467 81	1,499,409 02	101,941 21	....
From mails and other sources	2,155,814 56	2,298,270 83	142,456 27	....
From freight	56,359,921 02	61,153,598 31	4,793,677 29	....
Miscellaneous	1,080,376 55	1,251,535 20	171,158 65	....
Total earnings	78,988,852 71	85,127,483 86	6,138,631 15	....
Proportion for Dakota	9,738,731 77	10,938,141 48	1,199,409 71	....
Earnings per mile of road	32,820 83	33,037 44	216 61	....
Earnings per train mile, passenger trains (per cent.)	1.126	1.029	....	.087
Earnings per train mile, freight trains (per cent.)	1.899	1.866	....	.033
Earnings per train mile, all trains earning revenue (per cent.)	1.568	1.452	....	.116
Earnings above operating expenses	33,162,687 04	35,997,375 18	2,834,698 14	....
Earnings above operating expenses for Dakota	3,166,628 50	2,783,311 46	....	383,317 04
Total income from all sources	80,907,968 72	87,464,408 94	6,556,440 22	....

TABLE XXIV.

COMPARATIVE SUMMARY.— CONTINUED.

MILEAGE, PASSENGERS AND FREIGHT.	1886.	1887.	Increase of 1887 Over 1886.	Decrease of 1887 From 1886.
Train Mileage:—				
Miles run by passenger trains	18,687,314	20,152,881	1,465,567	....
Miles run by freight trains	31,163,260	34,655,603	3,492,343	....
Miles run by trains earning revenue	49,840,574	54,808,484	4,967,910	....
Miles run by switching trains	10,189,520	11,437,996	1,248,476	....
Miles run by construction and other trains	4,255,915	6,716,931	2,461,016	....
Passengers:—				
Total number carried	10,333,260½	20,637,880	1,304,619½	....
Total number carried one mile	712,263,513	763,220,552	50,957,039	....
Average rate of fare per mile per passenger (cents)	3.032	2.933	....	.099
Average distance traveled by each passenger (miles)	52.24	48.07	....	4.17
Freight:—				
Total tons carried	21,164,591	24,674,468	3,509,877	....
Total tons carried one mile	4,134,380,712	4,831,570,459	697,189,747	....
Total freight car mileage	604,781,563	709,495,652	104,714,089	....
Average rate in cents	1.588	.0504	....	1.508

RETURNS OF THE
RAILROAD COMPANIES
FOR THE YEAR ENDING JUNE 30, 1887.

REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association	$ 100,000,000 00	$ 100,000,000 00
Amount authorized by vote of the company		
Amount issued, number of shares........amount paid in	....	....
Amount of common stock issued	49,000,000 00	49,000,000 00
Amount of preferred stock issued, and conditions of preferment, 8 per cent. preference over common stock	51,000,000 00	51,000,000 00
Total amount outstanding, as per books of the company	$ 49,000,000 00	$ 49,000,000 00
	38,058,310 99	37,786,199 17
	$ 87,058,310 99	$ 86,786,199 17

Amount of stock per mile of road	$ 40,552 40
Amount of stock representing the road in Dakota	15,340,972 92
Amount of stock held in Dakota	Not known
Total number of stockholders	About 5,000
Number of stockholders in Dakota	Not known

DEBT.

FUNDED DEBT AS FOLLOWS:	Last Year.	Present Year.
First mortgage bonds due Jan. 1, 1921, rate of interest 6 per cent.	$ 44,028,000 00	$ 46,878,000 00
Amount of interest paid on same during the year...$2,693,405 00		
Second mortgage bonds due December 1, 1933, rate of interest 6 per cent.	18,857,000 00	20,000,000 00
Amount of interest paid on same during the year....$1,175,758 51		
Pend d' Oreille bonds due September 1, 1919, rate of interest 6 per cent.	3,170,000 00	3,031,000 00
Amount of interest paid on same during the year.....$181,496 12		
Missouri division mortgage bonds due May 1, 1919, rate of interest 6 per cent.	2,181,500 00	2,160,500 00
Amount of interest paid on same during the year......$127,426 75		
Dividend certificates due January 1, 1888, rate of interest 6 per cent.	4,640,821 20	4,640,821 20
Amount of interest paid on same during the year.....$278,449 27		
Total amount of funded debt	$ 72,877,321 20	$ 76,710,321 20
FLOATING DEBT.		
Incurred for $		
Incurred for $		
Total amount of floating debt, including interest on bonds and book accounts	$ 5,369,192 18	$ 6,524,220 57
Contingent liability as guarantor of bonds and debts of other roads		
Total amount of debt liabilities	$ 78,246,513 38	$ 83,234,541 77
Amount of debt per mile of road	38,022 50	38,892 83
Amount of debt representing the road in Dakota	14,383,913 70	14,713,157 58
Total amount of stock and debt	165,304,824 37	170,020,740 94
Amount of stock and debt per mile of road	80,326 95	79,445 23
Amount of interest paid representing the road in Dakota		

COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately)	Last Year.	Present Year.
Grading	The value of all property owned by the corporation, railroad, equipment and lands, is represented in the company's books June 30, 1886, by $156,600,373.19.	The value of all property owned by the corporation, railroad, equipment and lands, is represented on the company's books June 30, 1887, by $160,102,305.73.
Bridging and masonry		
Superstructure, including rails		
Land, land damages and fences		
Passenger and freight stations, coal sheds and water stations		
Engine houses, car sheds and turn tables		
Machine shops, including machinery and tools		
Interest paid during construction, discounts, etc		
Engineering, agencies, salaries and other expenses during construction		
All other items charged to construction, not enumerated above		
Total expended for construction		
Average cost of construction per mile of road.......2,140.1 miles	....	....
Proportion of cost of construction for Dakota	....	....
Locomotives	....	....
Snow plows on wheels	....	....
Passenger, mail, baggage and express cars	....	....
Parlor, dining and sleeping cars	....	....
Freight and other cars	....	....
Wrecking cars, pile drivers and tools	....	....
Total for equipment	$ 11,620,301 11	$ 12,042,686 81
Average cost of equipment per mile of road onwed by company, 2,140.1 miles	$ 5,646 68	5,627 16
Proportion of cost of equipment for Dakota	2,136,138 74	2,128,754 63
Total cost of road and equipment since reorganization	82,305,213 81	86,429,697 25
Average cost of road and equipment per mile, 2,140.1 miles	....	....
Proportion of cost of road and equipment for Dakota	....	....
Average cost of road and equipment per mile in Dakota, 378.3 miles	....	....
Estimated present cash value of all your property in the territory, not including land grant	....	....

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

	Last Year.	Present Year.
Grading	$ 480,993 06	$ 2,133,562 84
Bridging and masonry	237,572 76	535,377 64
Superstructure, including rails	238,858 35	681,672 85
Land, land damages and fences	7,991 98	3,266 29
Passenger and freight stations, coal sheds and water stations	34,177 09	166,637 92
Engine houses, car sheds, turn-tables and shops	2,978 77	51,373 59
Machinery and tools in shops	8,018 87	4,923 98
Engineering, agencies, salaries and other expenses during construction	241,339 21	125,282 63
Purchase of other roads (specifying the same) and all particulars,	....	....
Double track extension	....	....
Total for construction	$ 1,235,892 35	$ 3,702,097 74
EQUIPMENT.		
Locomotives purchased, 27	295 79	261,110 31
Locomotives sold 1		
New snow plows	1,008 27	....
Passenger, mail, baggage and express cars	4,435 38	4,104 41
Parlor, dining and sleeping cars	5,994 15	....
Freight and other cars purchased 454	74,034 55	138,641 70
Freight and other cars sold or destroyed, 294		
Wrecking-cars, pile-drivers and tools	49,233 31	18,529 28
Total for equipment	$ 23,954 95	422,385 70
Any other expenditures charged to property account	260,139 12	51,233 62
Total expenditures charged to property account	$ 1,519,986 42	$ 4,175,717 06
Propery sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same), sales of lands, lots and other property	....	673,784 52
Amount the capital has been increased by stock or other dividends that is not represented by actual increase of property —dividing surplus, or any other increase	....	No increase
Net addition to property account for the year	....	3,501,932 54

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers $2,516,243 24		
From through passengers 570,893 35		
From all passengers	$ 2,738,522 79	$ 3,087,136 56
From express and baggage	272,986 68	336,182 01
From mails	347,957 11	356,346 48
From other sources, passenger department	61,773 37	72,046 41
Total earnings, passenger department	$ 3,421,239 95	$ 3,851,711 46
Earnings per train mile run 3,308,747 miles, $1.70		
EARNINGS, FREIGHT.		
From local $8,100,184 31		
From through 435,922 89		
From other sources, freight department 7,885 71		
Total earnings, freight department	$ 8,092,077 88	$ 8,543,992 91
Earnings per train mile run 4,416,944 miles, $1.976		
Total transportation earnings	$ 11,513,317 83	$ 12,395,704 37
Earnings per train mile run, from all trains earning revenue 6,725,691 miles, $1.882		
Eearnings per mile of road operated 2,875.9 miles, $4,447 11		
Proportion of earnings for Dakota	2,753,630 83	2,761,591 95
Rents received for use of road Rents received for use of stations, etc.	35,112 93	109,829 49
Car mileage	163,241 03	261,745 32
Earnings from all other sources	18,855 41	22,168.92
Elevator earnings none		
Telegraph earnings $22,168 92		
Total earnings from all sources	$ 11,730,527 20	$ 12,789,448 10
Proportion of earnings for Dakota		$ 2,761,591 95

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES.)

CLASS 1.	Last Year.	Present Year.
Repairs of road-bed and track	$ 870,183 08	$ 890,592 07
Renewa. of rails and fastenings	43,888 33	47,328,20
No. tons rails laid, steel 4,187 1509-2240	....	....
Number tons rails laid, iron .... none	....	....
Renewal of ties	152,750 00	186,432 45
Number ties laid 573,650	....	....
Repairs of bridges, including culverts and cattle guards	179,003 04	225,750 56
Repairs of fences, road crossings and signs		
Repairs of buildings, sections and water tanks	126,173 89	161,594 59
Total	$ 1,371,998 34	$ 1,511,697 87
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of Locomotives	$ 386,431 81	$ 452,970 75
Repairs of passenger cars	281,319 24	340,465 28
Repairs of freight cars	455,286 94	561,717 84
Total	$ 1,123,037 99	$ 1,355,153 87
CLASS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotives	$ 802,554 22	$ 871,090 67
Water supply	66,879 45	75,047 15
Oil, waste and tallow	32,370 65	34,755 09
Locomotive service	577,116 04	723,425 76
Transfer boats, car floats, etc	31,030 27	39,078 61
Passenger train service	157,040 75	151,045 76
Passenger train supplies	....	....
Mileage of passenger cars	12,840 69	7,285 17
Freight train service	305,447 26	437,032 32
Freight train supplies	....	....
Mileage of freight cars	26,869 15	67,032 93
Telegraph expenses (maintenance and operating)	137,430 74	155,994 90
Snow fences and snow sheds, and removal of ice and snow	68,363 45	213,487 77
Damage and loss of freight and baggage	24,676 78	18,331 38
Damages to cattle	25,645 73	30,792 94
Personal injuries	34,643 92	20,605 59
Wrecking	11,408 68	19,586 75
Agents and station service and station expenses	442,161 92	487,028 27
Station supplies	....	....
Total	$ 2,756,479 70	$ 3,351,621 06

EXPENSES OF OPERATING, ETC.—*Continued.*

CLASS 4—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks and general agents	$ 284,932 90	$ 298,386 21
Legal expenses	28,592 12	36,181 81
Insurance and loss by fire	95,274 50	56,150 11
Stationery and printing	40,912 45	52,730 76
Outside agencies and advertising	104,228 85	111,916 54
Contingencies, miscellaneous and general office expenses	113,843 02	130,778 51
Taxes in Dakota $ 75,284 54 Taxes in other States $193,118 41 Total Taxes.	236,963 87	268,402 95
Total	$ 904,747 71	$ 954,546 89

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and buildings	$ 1,371,998 34	$ 1,511,697 87
Maintenance of motive power and cars	1,123,037 99	1,355,153 87
Conducting transportation	2,756,479 70	3,351,621 06
General expenses, including taxes	904,747 71	954,546 89
Total operating expenses and taxes	$ 6,156,263 74	$ 7,173,019 69
Operating expenses and taxes per mile of road operated, 2,875.9 miles $2,494 18	....	....
Operating expenses and taxes per train mile run for trains earning revenue, 6,725,691 miles $1,066 00	....	....
Proportion of operating expenses and taxes for Dakota,	1,485,927 12	$ 1,811,451 46
Expenses of running and management of passenger trains	2,132,641 81	2,208,028 60
Expenses of running and management of passenger trains per train mile,	0 948	0 956
Expenses of running and management of freight trains	3,786,658 06	4,696,588 14
Expenses of running and management of freight trains per train mile	1 172	1 063
Expenses of running and management of all trains earning revenue	1 08	1 027
Percentage of expenses to earnings 53 99-100	50 46-100	....

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings	$ 11,730,527 20	$ 12,780,448 10
Interest and dividends on investments, general interest adj. of sundry accounts	315,835 29	474,366 44
Total expenses, including taxes	6,156,263 74	7,173,019 69
Net earnings, less operating expenses and taxes	5,890,098 75	6,090,794 85
Rentals, specifying amount paid to each company:		
St. P. & N. P. Ry. Co $617,119 58		
N. P. Terminal Co. of Oregon 68,112 00		
St. P. M. & M. Ry. Co 20,768 04		
Minn. Union Ry. Co 44,618 33		
C., St. P., M. & O. Ry. Co 2,139 75		
	670,748 30	752,757 70
Depreciation on Transfer Str. No. 1, charged income	23,623 34	....
Interest accruing during the year	....	....
Interest paid during the year	....	....
Interest paid during the year on account of the road in Dakota	....	....
Interest on funded debt, including dividend certificates	4,339,094 45	4,456,535 66
Interest on funded debt	....	....
Amount guaranteed branch road companies	673,650 02	696,650 00
Interest on floating debt	....	....
Sinking funds	55,633 32	112,698 67
Terminal expenses, Portland	16,149 57	6,445 62
Dividends declared	....	....
Interest falling due during the year and not paid	....	....
Floating debt liquidated during the year	....	....
Balance for the year	111,199 75	65,707 20
Balance at commencement of the year	91,959 86	203,159 61
Balance at close of the year, June 30, 1887	203,159 61	268,866 81

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings	$ 11,730,527 20	$ 12,789,448 10
Income from stock owned of connecting or other roads and companies	154,300 00	254,925 54
Income from bonds owned of connecting or other roads	1,142 50	1,798 04
Income from stock held of your own road	....	....
Income from bonds held of your own road, dividend certificates	6,590 74	6,590 75
Income from lands sold or leased during the year	....	....
Income from other sources	153,802 05	211,052 11
Total income from all sources for the year	$ 12,046,362 49	$ 13,263,814 54
Proportion of income for Dakota	....	....

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income	$ 12,046,362 49	$ 13,263,814 54
Total operating expenses and taxes	6,156,263 74	7,173,019 69
Net income above operating expenses and taxes	5,890,098 75	6,090,794 85
Net income above operating expenses, taxes, interest, and rental and miscellaneous	111,199 75	65,707 20
Gross income per train mile run, 6,725,691 miles $1 97	....	....
Net income per train mile run, 6,725,691 miles 0 0098	....	....
Percentage of net income to stock and debt .00038	....	....
Percentage of net income to cost of road and equipment .00041	....	....

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year	Questions not understood when applied under the heading Surplus. For statement of general condition of the company, see balance sheet on next page.	Questions not understood when applied under the heading Surplus. For statement of general condition of the company, see balance sheet on next page.
Surplus at the close of the year		
The amount invested in railroad stock		
Give the name of each road, and the number of shares owned in each of them and the par value of shares		
The amount invested in railroad bonds, the number of bonds, and the par value of each, the name of each road and the amount invested in the bonds of each		
The amount of its own stock or bonds owned by the company.		
Amount absorbed in construction		
Amount in material and balances from other roads		

GENERAL BALANCE SHEET.

DR.

Railroad, telegraph, equipment and lands		$ 160,102,305 73
Sundry stocks and bonds		2,238,712 51
Cash in hands of trustees applicable to the cancellation of bonds		189,908 33
Trustees' Sinking Fund:—		
Missouri Division bonds	$ 71,545 94	
Pend d'Oreille division bonds	83,865 05	
General first mortgage bonds	625,257 88	
Branch road bonds	177,050 00	
		957,718 87
Accounts receivable		3,339,707 97
Bills receivable		557,765 52
General supplies on hand		1,425,445 95
Deferred payments on land sales applicable to retirement of		
Preferred stock	$1,138,119 01	
Missouri Division bonds	200,435 39	
Pend d'Oreills Division bonds	1,370,180 42	
Sinking fund, general first mortgage	1,178,930 94	
		3,887,665 76
Cash		1,932,266 21
Total		$ 174,631,496 85

GENERAL BALANCE SHEET.

CR.

Capital Stock:—			
Common		$49,000,000 00	
Preferred	$51,000,000 00		
Less cancelled by land sales	13,213,800 83		
		$37,786,199 17	$ 86,786,199 17
Funded Debt:—			
General First Mortgage bonds		$46,878,000 00	
General Second Mortgage bonds		20,000,000 00	
Pend d'Oreille Division bonds		3,031,000 00	
Missouri Division bonds		2,160,500 00	
			72,060,500 00
Dividend certificates			4,640,821 20
Interest on Funded Debt:—			
Due for coupons not presented		$ 84,051 45	
Accrued to date, not due		1,885,859 26	
			1,969,910 71
Bills payable			1,054,401 03
Accounts payable			3,479,963 28
Unpaid balances, outstanding land contracts, proceeds when collected applicable to Sinking Fund, General First Mortgage			1,178,930 94
Suspense account			19,945 55
Earnings invested in equipment			2,205,239 29
Accumulated sinking funds:—			
General First Mortgage		$625,257 88	
Missouri Division Mortgage		71,545 94	
Pend d'Oreille Division Mortgage		83,865 05	
Branch Road Mortgage		177,050 00	
			957,718 87
Profit and loss			268,866 81
Total			$ 174,631,496 85

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from Ashland to Portland		2,140.1
Length main line of road in Dakota		378.3
Length main line of road in Wisconsin		78.4
Length main line of road in Minnesota		238.0
Length main line of road in Montana		781.9
Length main line of road in Idaho		83.0
Length main line of road in Washington Territory		542.9
Length main line of road in Oregon		37.6
Length of double track on main line		4.5
Same in Dakota		4.5
Branches owned by this company :		
Superior to Duluth 2.9		
N. P. Jct to Duluth (one-half owned) 53.5		
South Prairie Jct. to Wilkeson and Carbonado 10.4		
Puyallup Jct. to Stuck 7.3		
		43.8
Total length of branches owned by this company in Dakota		
Total length of branches owned by this company in Wisconsin		1.1
Total length of branches owned by this company in Minnesota		25.3
Total length of branches owned by this company in Washington territory		17.4
Length of double track on branches in Dakota		
Total length of road belonging to this company		2,183.9
Total length of road belonging to this company in Dakota		378.3
Aggregate length of sidings and other tracks not above enumerated		330.3
Same in Dakota		81.7
Aggregate length of track computed as single track, exclusive of sidings		3,086.0
Same in Dakota		715.5
Total length of steel rails in tracks in Dakota, exclusive of sidings		554.0
Total length of iron rails in tracks in Dakota, exclusive of sidings		161.5
Weights per yards, steel 56 pounds		
Weights per yard, iron not answered		
Guage of track 4 feet 8½ inches		

DESCRIPTION OF ROAD—*Continued.*

DESCRIPTION OF ROAD.	Last Year.	Present Year.
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
Superior Short Line	....	3.9
S. P. & N. P. Ry	....	143.3
Little Falls & Dakota R. R	....	87.8
N. P., Fergus & Black Hills R. R	....	117.1
Duluth & Manitoba R. R	....	110.0
Fargo & Southwestern	....	87.4
S. C. & Turtle Mountain R. R	....	36.5
Jamestown & Northern	....	102.5
James River Valley R. R	....	64.2
Rocky Mountain R. R. of M. T	....	51.7
Helena & Jeff. Co. R. R	....	20.1
Helena & Red Mountain R. R	....	15.8
Spokane Falls & Idaho R. R	....	13.6
Spokane & Palouse R. R	....	43.7
Total length of above roads	....	897.6
Total length of above roads in Dakota	....	332.7
Total length of above roads in Wisconsin	....	3.9
Total length of above roads in Minnesota	....	416.1
Total length of above roads in Montana	....	87.6
Total length of above roads in Idaho	....	13.6
Total length of above roads in Washington territory	....	43.7
If any part of the road in Dakota was first opened for operation during the past year, state the date .... Valley Junction to Oakes, January 1, 1887		
Total miles of road operated by this company	....	3,081.5
Total miles of road operated by this company in Dakota	....	711.0

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	....	297
Same in Dakota	....	37
Number of stations on all roads operated by this company	....	433
Same in Dakota	....	86
Number of telegraph offices in stations in Dakota	....	....

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company, about	....	6,352
Same in Dakota, about	....	1,207
Amount paid employes, including officials, on all roads operated by this company, including land and construction departments	....	$ 5,109,052 68
Same in Dakota, about	....	872,000 00

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges over 100 feet in length	1	412.0	1	412.0
Combination bridges over 100 feet in length	6	969.3	6	969.3
Iron bridges over 100 feet in length	1	1,211.5	1	1,442.8
Wooden trestle and pile	997	58,338.0	1,012	59,447.0
Iron trestle	......	....	......	....
ARCH CULVERTS AND VIADUCTS IN DAKOTA.				
With 20 feet opening or more	......	....	......	....
Less than 20 feet opening	......	....	......	....
BOX CULVERTS IN DAKOTA.				
Timber	353	687.0	455	694.0
Stone	6	30.0	5	25.0
CATTLE-GUARDS.				
Number in Dakota	......	....	......	....
RENEWAL OF BRIDGES AND CULVERTS IN DAKOTA.				
Amount of timber used in renewals of wooden bridges during the year (feet B. M.)	......	....	......	....
Amount of trestle work replaced with earth during the year (lineal feet)	......	684.0	......	....
Timber culverts replaced with stone	1	....	......	....
Timber culverts replaced with sewer pipe	......	....	......	....
Timber culverts replaced with timber	......	....	......	....

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

None.

Give the average number of years the trestle and pile bridges last on your road in Dakota? About 6 years.

Give the average number of years that wooden truss bridges last on your road in Dakota? About 10 years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	111	109
Average length of sections	6.1	6.5
Average number of men in each section gang	5	4
Number of new ties laid in track during the year in Dakota...	58,335	97,723
Average number of new ties per mile of road	85	137
New rails laid in track during the year in Dakota, iron,....tons	....	None
New rails laid in track during the year in Dakota, steel.....tons	....	346 1761-2240
Total track laid with new rails during the year in Dakota, miles	12⅛	3 4967-5280

What is the average number of years that iron rails last in your track on branches in Dakota? Seven years.

What is the average number of years that steel rails last in your track on main line in Dakota? Seven years.

What is the average number of years that steel rails last in your track on branches in Dakota? Ten years.

What is the average number of years that ties last in your track in Dakota? Tamarac, seven years; pine, five years; oak, nine years.

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Fargo & Southern R. R. at Fargo and Wahpeton.
S. P., M. & M. Ry. at Casselton, Davenport and Sidney.

Number of highway crossings at grade, 467.

Number of highway crossings under railroad, 1.

FENCING IN DAKOTA—About six miles.

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owned.	Total.
Number of locomotives	....	412	....
Number of passenger cars	....	152	....
Number of baggage, mail and express cars	....	83	....
Number of parlor and sleeping cars	....	23	....
Number of dining cars	....	13	....
Number of box freight cars	....	4,962	....
Number of stock cars	....	901	....
Number of platform and coal cars	....	3,474	....
Number of other cars	....	1,366	....
Total number of cars	....	11,386	....

Maximum weight of locomotives and tenders, 83 tons.

Average weight of locomotives and tenders 40 tons.

Number of locomotives equipped with train brake, 251.

Kind of brake, Westinghouse.

Maximum weight of passenger cars, 40 tons.

Average weight of passenger cars, 26 tons.

Number of cars equipped with train brake, 271.

Kind of brake, Westinghouse.

Number of passenger cars equipped with Miller platform and buffer, 271.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by engine of given weight. Weight of engine 40 tons, estimated at 400 tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year	2,250,456	2,308,747
Miles run by freight trains during the year	3,231,046	4,416,944
Miles run by switching trains during the year	Not answered	Not answered
Miles run by other trains during the year	149,744	242,892
Total train mileage	5,631,246	6,968,583
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains	6.23	6.42
Average weight of passenger trains, exclusive of passengers, tons	210	216
Average number of cars in freight trains	21.6	21.24
Average weight of freight trains, exclusive of freight, tons	245	240
PASSENGER TRAFFIC.		
Number of through passengers carried	15,710	18,891
Number of local passengers carried Number of special ticket passengers carried	685,694	960,614
Total number of passengers carried	701,404	979,505
Total passenger mileage, or passengers carried one mile	90,571,846	111,958,786
Average distance traveled by each passenger, miles	129	114
Average amount received from each passenger	$ 3.90	$ 3.11
Highest rate of fare per mile for any distance	Not answered	Not answered
Lowest rate of fare per mile for any distance	Not answered	Not answered
Average rate of fare per mile for all passengers	$ .03023	$ .02732
FREIGHT TRAFFIC.		
Number of tons of through freight carried	47,216	59,672
Number of tons of local freight carried	1,500,410	2,068,493
Total tons of freight carried	1,547,626	2,128,166
Total mileage of through freight (tons carried one mile)	81,948,168	94,484,066
Total mileage of local freight (tons carried one mile)	399,907,770	442,696,874
Total freight mileage, or tons carried one mile	481,855,938	537,180,940
Average rate per ton per mile received for through freight	.0087	.0067
Average rate per ton per mile received for local freight	.0183	.0183
Average rate per ton per mile received for all freight	.01669	.0163
Average cost per ton per mile to move freight, exclusive of fixed charges	.0079	.0087
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road.)	6½	7 7-10

MILEAGE, TRAFFIC, ETC.—*Continued.*

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south	25,482,430	25,279,409
Number of miles run by loaded freight cars west and north......	27,035,030	40,538,495
Number of miles run by empty freight cars east and south.......	9,025,641	20,861,253
Number of miles run by empty freight cars west and north......	8,330,503	7,440,894
Total freight car mileage..................................	69,873,604	94,120,051
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south........................	26 1-10	45 2-10
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north	23½	15½

SPEED OF TRAINS IN DAKOTA.

MAXIMUM SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops..............	26	26
Rate of speed of freight trains, including stops.................	13½	13½

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	365,206	23.6	470,331	22.1
Flour	57,338	3.7	80,220	3.8
Provisions (beef, pork, lard, etc.).......................	15,257	1.0	20,685	1.0
Animals	84,294	5.4	82,869	3.9
Other agricultural products	23,269	1.5	41,785	1.9
Lumber and forest products..........................	312,182	20.2	508,479	23.9
Coal	339,935	22.0	383,462	18.0
Plaster, lime and cement	17,692	1.1	20,408	1.0
*Salt...	....	......	....	......
Petroleum and oil.............	10,499	0.7	14,172	0.7
Iron, steel and castings	24,796	1.6	81,093	3.8
Stone and brick....................................	31,720	2.0	51,404	2.4
Manufactures—articles shipped from point of production	26,503	1.8	36,433	1.7
Merchandise, and other articles not enumerated above	238,935	15.4	336,825	15.8
Total tons carried..................................	1,547,626	......	2,128,166	.....

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* Included in plaster, lime and cement.

TONNAGE OF ARTICLES TRANSPORTED IN DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	252,705	38.6	229,684	34.6
Flour	16,075	2.4	24,458	3.7
Provisions (beef, pork, lard, etc.)	4,850	0.7	13,212	2.0
Animals	71,433	10.9	52,899	8.0
Other agricultural products	4,640	0.7	14,419	2.2
Lumber and forest products	85,853	13.1	78,017	11.7
Coal	72,018	11.0	51,999	7.8
Plaster, lime and cement	4,739	0.7	7,633	1.1
*Salt	....	......	....	......
Petroleum and oil	3,866	0.6	10,922	1.6
Iron, steel and castings	4,345	0.8	12,974	2.0
Stone and brick	5,736	0.9	4,162	0.6
Manufactures--articles shipped from point of production	31,514	4.7	24,080	3.6
Merchandise and other articles not enumerated above	98,001	14.9	140,254	21.1
Total tons carried	655,775	......	664,713	......

* Included in plaster, lime and cement.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and on what condition as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

The Northern Pacific Express Company runs over all lines operated by this company; pays once and one-half first class rates except in a few instances: they do a general express business, and in all cases goods are delivered at stations.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Dining cars are owned by N. P. R. R. Co.; charge for regular meals, 75 cents. Sleeping cars are owned by N. P. R. R. Co. and the Pullman Palace Car Co. jointly, the earnings and expenses being shared equally. Additional charge for use of sleeping cars varies from $1.50 to $15.

What is the total amount paid by your company to palace or sleeping car companies, to what companies and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

See answer to above question.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota and on what terms of service?

ADDITIONAL QUESTIONS—*Continued.*

Main line, $182.63 per mile per annnm. Wahpeton to Milnor, $42.75 per mile per annum. Jamestown to LaMoure, $42.75 per mile per annum. Fargo to LaMoure $55.58 per mile per annum. Jamestown to Minnewaukan, $42.75 per mile per annum. Sanborn to Cooperstown, $42.75 per mile per annum.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

About $1,200 per annum.

TELEGRAPH.

How many miles of telegraph are owned by your company and the Western Union in Dakota? 711.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

Telegraph line is owned by this company and Western Union Tel. Co. jointly.

LANDS—CONGRESSIONAL GRANT.

State number of acres of land originally granted in aid of construction of your road by the United States in the territory	6,571,592.95
State the number of acres of land your company has alread received from the congressional grants	Not answered
State the number of acres yet to insure to your company from congressional grants	5,000,000.00
State the average price at which these lands have been sold or contracted by the company	$4 01
State the number of acres sold	3,839,866.03
State the amount received from sales	Not answered
State the amount unpaid on outstanding contracts	$1,260,584 69
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1887	Not answered
State the amount expended in sale and management of lands	Not attainable
State the amount of taxes paid on lands	Not answered
State the amount realized from the sale of lands above the expenses incurred in the management and taxes	Not answered

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1887.

KILLED.

Date.	Name and Occupation.	Place.	Cause of Accident.
1886			
July 26	M. Flynn	Fargo,	Intoxicated, asleep on track.
August 8	J. McFarland,	Andrews,	Intoxicated, asleep on track.
Dec. 26	P. Hanson, boy,	Dawson,	Walking on track.
1887			
Feb. 25	J. Kavanagh, laborer,	Eldridge,	Walking on track.
March 2	G. M. Austin, yard foreman,	Jamestown,	Uncoupling.
March 12	G. Ryan, engineer,	Wheatland,	Collision.
March 12	E. W. Snyder, fireman,	Wheatland,	Collision.
April 30	W. O. Breed, passenger,	Driscoll,	Derailment, account of track kinking.
June 19	A. N. Parcel, brakeman,	Spiritwood,	Fell from train.

STATEMENT OF ACCIDENTS—*Continued.*

INJURED.

Date.	Name and Occupation.	Place.	Cause of Accident.
1886			
July 24	H. R. Greene, operator,	Knife River,	Jumped from moving train.
Aug. 7	J. Wilson, brakeman,	Apple Creek	Coupling.
Aug. 9	J. Zimmerman, tramp,	Wheatland,	Stealing ride on brake beam.
Aug. 9	S. P. Martin, brakeman,	Wahpeton,	Coupling.
Aug. 20	Amy Harmon, child,	Tower City,	Crossing track in front of train.
Aug. 22	Ed. Gorman, helper,	Fargo,	Fell from cars.
Sept. 5	D. Sullivan, switchman,	Fargo,	Coupling.
Sept. 5	C. Wilson, tramp,	Buffalo,	Intoxicated, asleep on track.
Sept. 9	S. Johnson, car cleaner,	Fargo,	Stepped in front of passing engine.
Sept. 16	F. Leuth, brakeman,	Jamestown,	Uncoupling.
Sept. 20	W. Woodruff, child,	Tower City,	Playing on track.
Sept. 25	F. Kromkiver,	Milnor,	Injured by machinery in car, riding in car without permission.
Oct. 5	L. Wake, pumper,	Mandan,	Struck by engine.
Oct. 5	D. Gunderson, brakeman,	Sunnyside,	Struck by bridge.
Oct. 6	C. D. Litch, fireman,	Medora,	Stepped from engine and fell from.
Oct. 10	J. E. Conlan, brakeman,	Wahpeton,	Coupling.
Oct. 13	H. T. Smith, switchman,	Mandan,	Riding on side ladder of car, struck by a building.
Oct. 23	H. W. Shipman, conductor,	Woods,	Coupling.
Oct. 29	W. A. Ball, switchman,	Fargo,	Coupling.
Nov. 3	R. F. McCaig, fireman,	Tower City,	Collision, jumped from engine.
Nov. 13	W. A. Bace,	Fargo,	Attempted to block wheels of car.
Nov. 18	H. Wayne, switchman,	Fargo,	Fell from side of car.
Dec. 3	W. McBride, switchman,	Jamestown,	Coupling.
Dec. 7	J. H. Clark, conductor,	Spiritwood,	Sudden application of air brake.
Dec. 7	J. Ditch, conductor,	Sims,	Slipped from step of car.
Dec. 12	T. H. McInerny, switchman,	Fargo,	Uncoupling.
Dec. 14	W. H. Blackburn, brakeman,	Windsor,	Uucoupling.
Dec. 14	Geo. Kingsley, engineer,	Buchanan,	Collision.
Dec. 14	J. M. Robinson, fireman,	Buchanan,	Collision.
1887			
Jan. 4	W. E. Kelly, brakeman,	Taylor,	Slipped from step of car.
Jan. 12	A. F. Ward, conductor,	So. Heart,	Derailment.
Jan. 18	C. W. Campbell, switchman,	Mandan,	Coupling.
Feb. 11	W. A. Ball, switchman,	Fargo,	Coupling.
Feb. 15	A. Strong, laborer,	Windsor,	Tank truck ran over foot.

STATEMENT OF ACCIDENTS—*Continued.*

INJURED.

Date.	Name and Description.	Place.	Cause of Accident.
1887			
Feb. 17	W. D. Wassen, brakeman,	Sanborn,	Coupling.
Feb. 19	C. Colter, engineer,	Valley City,	Collision.
Feb. 19	R. H. Biggs, fireman,	Valley City,	Collision.
Feb. 26	C. Knudson, switchman,	Valley City,	Struck by snow plow.
March 3	G. Cornwall, switchman,	Fargo,	Coupling.
March 8	J. Kennefick, cook,	Eckelson,	Derailment.
March 12	E. H. Mead, brakeman,	Wheatland,	Collision.
March 23	E. L. Praebsting, passenger,	Wheatland,	Jumped from train.
March 25	A. Fresk, flagman,	Fargo,	Attempted to jump on moving train.
March 29	E. W. Dengman, brakeman,	Fargo,	Uncoupling.
April 2	E. McBride, brakeman,	Jamestown,	Coupling.
April 8	P. E. Pinkham, passenger,	Near Geneva,	Derailment, account sun-kink in track.
April 8	C. E. Gates, “		
April 8	O. M. Towner, “		
April 8	Mrs. C. B. Wickham, “		
April 8	C. Huddeak, “		
April 8	C. E. Hamblin, “		
April 8	Mrs. R. Louis, “		
April 8	F. E. Simpson, “		
April 8	F. H. Moss, “		
April 8	Mrs. D. U. Wells, “		
April 8	Mrs. C. E. Hamblin, “		
April 8	Miss J. Donahue, “		
April 8	W. M. Rea, “		
April 8	—— Wickham, “		
April 8	G. J. Barl, “		
April 8	Mrs. J. Hill, “		
April 8	T. J. Drum, “		
April 8	T. R. Selmes, “		
April 8	E. M. Belcar, “		
April 10	J. Fennell, brakeman,	Dickinson,	Jumped from moving train.
April 30	S. G. McGill, passenger,	Driscoll,	Derailment, account sun-kink in track.
April 30	M. M. Carbrey, “		
April 30	R. Horn, “		
April 30	—— Thompson, “		

STATEMENT OF ACCIDENTS—*Continued.*

INJURED.

Date.	Name and Occupation.	Place.	Cause of Accident.
1887			
April 30	H. R. Scott, passenger,	Driscoll.	Derailment, account sun-kink in track.
April 30	J. Gale, "		
April 30	W. F. Plummer, "		
April 30	A. Wolf, "		
April 30	C. W. Oliver, "		
April 30	C. Evans, "		
April 30	M. J. Tierney, "		
April 30	B. Mitchell, "		
April 30	J. T. Mitchell, "		
April 30	Mrs. J. T. Mitchell, "		
April 30	L. Breed, "		
April 30	H. H. Scobell, asst. supt. tel,		
April 30	Miss G. Hill, passenger,		
April 30	J. C. Kelly, "		
April 30	Mrs. E. Kelly, "		
April 30	C. Flynn, "		
April 30	Mrs. S. Hass, "		
April 30	C. A. Gray, "		
April 30	J. Wyed, "		
April 30	J. W. Day, "		
April 30	B. H. Weeks, "		
May 4	J. J. Collins, switchman,	Mandan,	Coupling.
May 4	G. Warren, conductor,	Dickinson,	Shock of coupling up train.
May 10	M. Garrett, brakeman,	Fargo,	Coupling.
May 16	G. Rulon, switchman,	Jamestown,	Fell from car.
May 27	T. R. Sloan, conductor,	Oakes,	Stepping from car.
June 5	A. C. Wirtz, engineer,	Marmot,	Fell from engine.
June 14	J. A. Lowry, foreman,	Fargo,	Stepping from car.
June 24	J. Coats, switchman,	Fargo,	Coupling.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
Derailments	1	....	......	43	3	......
Collisions	......	2	....	......	6	......
Caught in frogs, guard rails or switches	.....	......	......	......	......	....
Coupling cars	......	1	......	......	19	......
Falling from trains	......	1	......	......	6	......
Getting on and off trains	......	......	......	1	5	......
Highway crossings	......	......	......	......	......	......
Miscellaneous	......	1	.....	....	9	2
Overhead obstructions	......	......	......	......	1	......
Stealing rides	......	......	......	......	......	1
While intoxicated	......	......	......	......	......	......
Tresspassers on track	......	......	3	......	......	2
Total	1	5	3	44	49	5

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons killed during the year	
Number of persons injured during the year	98
Number of casualties purely accidental during the year	48
Number resulting from lack of caution, carelessness or misconduct	59
Number of persons killed while intoxicated	3
Number of persons injured while intoxicated	
Number of trespassers on track killed	5
Number of trespassers on track injured	
Number of tramps or others stealing rides killed or injured	1
Suicides in Dakota	0

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Robert Harris, *President*, New York; T. F. Oakes, *Vice-President*, St. Paul, Minnesota; Samuel Wilkeson, *Secretary*, New York; R. L. Belknap, *Treasurer*, New York; T. F. Oakes' *General Manager*, St. Paul; J. T. Odell, *Assistant General Manager*, St. Paul; J. M. Buckley, *Assistant General Manager*, Tacoma, W. T.; J. M. Graham, Jamestown, F. Greene, Mandan, *Division Superintendents in Dakota;* A. Anderson, *Chief Engineer*, Tacoma, W. T.; O. C. Greene, *Superintendent of Telegraph*, St. Paul; I. A. Barker, *General Auditor*, St. Paul; C. S. Fee, *General Passenger Agent*, St. Paul; J. M. Hannaford, *Traffic Manager*, St. Paul; George Gray *General Counsel*, New York.

DIRECTORS.

August Belmont, New York; Frederick Billings, Woodstock, Vt.; John U. Brookman, New York; John C. Bullitt, Philadelphia; B. P. Cheney, Boston; James C. Fargo, New York; John H. Hall, New York; Robert Harris, New York; Brayton Ives, New York; Johnston Livingston, New York; Thomas F. Oakes, St. Paul, Minnesota; J. L. Stackpole, Boston; C. B. Wright, Philadelphia.

Date of annual meeting of stockholders third Thursday in September.

Fiscal year of company ends June 30th.

General offices of the company are located at St. Paul, Minnesota and New York city.

STATE OF NEW YORK, }
City and County of New York, } ss.

R. L. Belknap, treasurer, and I. A. Barker, general auditor of the Northern Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1887, to the best of their knowledge and belief.

[Signed] R. L. BELKNAP,
I. A. BARKER.

Subscribed and sworn to before me this 6th day of September, A. D. 1887.

[SEAL.] Edw. B. Hawkins, Notary Public,
New York City and County.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
* Amount authorized by articles of association	....	....
* Amount authorized by vote of the company	....	....
Amount issued, number of shares 525,079 61-100, amount paid in.	$ 52,445,161 00	$ 52,507,961 00
Amount of common stock issued	30,904,261 00	30,911,061 00
Amount of preferred stock issued, and conditions of preferment—Preferred stock is entitled to 7 per cent. dividend if earned, to the exclusion of common stock, but common stock is entitled to 7 per cent before preferred can have more; after that, no preference	21,540,900 00	21,596,900 00
Total amount paid in, as per books of the company	$ 52,445,161 00	$ 52,507,961 00

Amount of stock per mile of road	$ 9,866 00
Amount of stock representing the road in Dakota on basis of miles of road	11,025,866 00
Amount of stock held in Dakota	none
Total number of stockholders	2567
Number of stockholders in Dakota	none

* The present company was organized in 1863, and comprises various lines of road which had been built by other companies, the records of which are not all in our possession. It is therefore impossible to give the information desired.

DEBT.

NAME OF BONDS.	Date Of Issue.	Where Payable.	When Payable.	Interest.		Amount of Bonds.
				Rate.	When Payable.	
Consolidated Mortgage..	1875	New York.	1905	7	Jan. and July.	$ 11,476,000
Terminal	1884	"	1914	5	" "	4,666,000
Income Sinking Fund Convertible	1886	"	1916	5	" "	2,000,000
First Mortgage, LaCrosse Division..	1863	"	1893	7	" "	5,223,000
First Mortgage, Iowa & Minnesota Division	1867	"	1897	7	" "	3,198,000
First Mortgage, Prairie du Chien Division	1868	"	1898	8	Feb. and Aug.	3,674,000
Second Mortgage, Prairie du Chien Division	1868	"	1898	7.3	" "	1,241,000
First Mortgage, Chicago & Milwaukee division	1873	"	1903	7	Jan. and July.	2,393,000
First Mortgage, St. Paul (or River) Division	1872	London.	1902	7	" "	3,094,000
First Mortgage, St. Paul or Sterling Division	1872	"	1902	7	" "	710,500
First Mortgage, Iowa & Dakota Division	1869	New York.	1899	7	" "	541,000
First Mortgage, Iowa & Dakota Extension	1878	"	1908	7	" "	3,505,000
First Mortgage, Hastings & Dakota Division	1872	"	1902	7	" "	89,000
First Mortgage, Hastings & Dakota Extension	1880	"	1910	7	" "	5,680,000
First Mortgage, Hastings & Dakota Extension	1880	"	1910	5	" "	585,000
First Mortgage, Southwestern Division	1879	"	1909	6	" "	4,000,000
First Mortgage, LaCrosse & Davenport Division	1879	"	1919	5	" "	2,500,000
First Mortgage, Chicago & Pacific Division	1880	"	1910	6	" "	3,000,000
First Mortgage, Chicago & Western Division	1881	"	1921	5	" "	24,540,000

DEBT—*Continued.*

NAME OF BONDS.	Date Of Issue.	Where Payable.	Where Payable.	Interest.		Amount of Bonds.
				Rate.	Where Payable.	
First Mortgage, Southern Minnesota Division........	1880	New York.	1910	6	Jan. and July.	$ 7,432,000
First Mortgage, Mineral Point Division..................	1880	“	1910	5	“ “	2,840,000
First Mortgage, Dubuque Division........................	1880	“	1920	6	“ “	6,576,000
First Mortgage, Wisconsin Valley Division................	1880	“	1920	6	“ “	1,668,000
First Mortgage, Wisconsin & Minnesota Division...........	1881	“	1921	5	“ “	4,755,000
First Mortgage, Chicago & Lake Superior Division..........	1881	“	1921	5	“ “	1,360,000
First Mortgage, Chicago & Missouri River Division.........	1886	“	1926	5	“ “	2,049,000
Land Grant Income Bonds.................................	1880	“	1890	7	“ “	1,239,000
Real Estate Mortgage....................................	1884	“	1894	5	March and Sept.	225,000
Real Estate Mortgage....................................	1885	“	1890	5	April and Oct.	50,000
Minnesota Central Railroad..............................	1864	“	1894	7	Jan. and July.	123,000
Milwaukee & Western Railroad............................	1881	“	1891	7	“ “	215,000
Wisconsin Valley Railroad...............................	1879	“	1909	7	“ “	1,106,500
Oshkosh & Mississippi River Railway......................	1871	“	1871	8	“ “	29,000
First Mortgage, Fargo & Southern Railway.................	1883	“	1924	6	“ “	1,250,000
Fargo & Southern Railway, Income........	1885	“	1895	6	April and Oct.	200,000
First Mortgage, Dakota & Great So. Railway..............	1886	“	1916	5	Jan. and July.	2,600,000
Total amount of funded debt............................						$115,833,000
Total amount of funded debt, last years returns..............						$103,271,000

DEBT—*Continued.*

FLOATING DEBT IN EXCESS OF ASSETS.	Last Year.	Present Year.
Incurred for $	None.	None.
Incurred for $	None.	None.
Total amount of floating debt in excess of assets	None.	None.
Contingent liability as guarantor of bonds and debts of other roads	None.	None.
Total amount of debt liabilities, funded	$103,271,000 00	$115,833,000 00
Amount of debt per mile of road	$ 20,987 00	$ 21,809 00
Amount of debt representing the road in Dakota, on basis of miles of road	$ 18,184,727 00	$ 24,323,153 00
Total amount of stock and debt	155,716,161 00	168,340,961 00
Amount of stock and debt per mile of road	31,645 00	31,695 00
Amount of interest paid representing the road in Dakota, on basis of miles of road	1,081,090 05	1,397,501 91

COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately).	Last Year.	Present Year.
Grading	The present company was organized in 1863, and comprises various lines of road which had been built by other companies, the records of which are not all in our possession. It is therefore impossible to give the information desired.	The present company was organized in 1863, and comprises various lines of road which had been built by other companies , the records of which are not all in our possession. It is therefore impossible to give the information desired.
Bridging and masonry		
Superstructure, including rails		
Land, land damages and fences		
Passenger and freight stations, coal sheds and water stations		
Engine houses, car sheds and turn-tables		
Machine shops, including machinery and tools		
Interest paid during construction, discounts, etc		
Engineering, agencies, salaries and other expenses during construction		
All other items charged to construction not enumerated above		
Double track		
Total expended for construction		
Average cost of construction per mile of road (...... miles)		
Proportion of cost of construction for Dakota		
Locomotives		
Snow plows on wheels		
Passenger, mail, baggage and express cars		
Parlor, dining and sleeping cars		
Freight and other cars		
Wrecking cars, pile-drivers and tools		
Total for equipment		
Average cost of equipment per mile of road owned by company, ... miles		
Proportion of cost of equipment for Dakota		
Total cost of road and equipment since reorganization	$156,395,061 92	$170,682,911 69
Average cost of road and equipment per mile, 5,311.15 miles	$ 31,783 22	$ 32,137 00
Proportion of cost of road and equipment for Dakota, on basis of miles of road	27,539,207 85	35,840,792 31
Average cost of road and equipment per mile in Dakota, 1,115.76 miles, on basis of miles of road	31,783 22	32,137 00
Estimated present cash value of all your property in the territory, not including land grant	Unknown.	Unknown.

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

	Last Year.	Present Year.
Grading	$ 56,680 31	$ 75,073 68
Bridging and masonry	104,918 88	64,338 68
Superstructure, including rails	267,791 21	270,320 26
Land, land damages and fences	177,811 26	36,257 19
Passenger and freight stations, coal sheds and water stations	90,235 21	142,321 66
Engine houses, car sheds, turn-tables and shops	7,329 76	35,579 74
Machinery and tools	19,547 59	21,856 93
Engineering, agencies, salaries and other expenses during construction	Not answered	Not answered
Improvement of purchased roads	1,114,497 10	1,549,513 36
Construction of extension and branches	1,387,494 77	8,049,847 39
Purchase of other roads (specifying the same) and all particulars, Fargo & Southern Railway; Dakota & Great Southern Railway	2,163,872 08	1,149,200 00
Terminal facilities, Milwaukee and Chicago	....	1,749,628 19
Double track extension	Not answered	Not answered
Total for construction	$ 5,390,178 17	$ 13,143,937 08
EQUIPMENT.		
Locomotives, 47	$ 122,814 18	$ 418,677 41
New snow plows		
Passenger, mail, baggage and express cars, 51	....	$ 311,892 89
Parlor, dining and sleeping cars	12,614 65	....
Freight and other cars, 1,060	443,240 19	413,342 39
Other expenditures for equipment	46,231 99	....
Wrecking-cars, pile-drivers and tools	Not answered	Not answered
Total for equipment	$ 624,901 01	$ 1,143,912 69
Any other expenditures charged to property account	Not answered	Not answered
Total expenditures charged to property account	$ 6,015,079 18	$ 14,287,849 77
Propery sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)	Not answered	Not answered
Amount the capital has been increased by stock or other dividends that is not represented by actual increase of property —dividing surplus, or any other increase	Not answered	Not answered
Net addition to property account for the year	$ 6,015,079 18	$ 14,287,849 77

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers $4,620,945 26	$ 4,772,234 72	....
From through passengers 950,897 54	900,393 45	....
From all passengers	5,672,628 17	5,571,842 80
From express and baggage	465,850 72	470,913 01
From mails	679,895 60	673,493 05
From other sources, passenger department	182,707 49	224,783 09
Total earnings, passenger department	$ 7,001,081 98	$ 6,941,031 95
Passenger earnings per train mile run 6,578,959 miles	1.12	1 06
EARNINGS, FREIGHT.		
From local	$ 15,692,588 24	$ 16,697,948 10
From through	1,245,660 86	1,290,081 97
From other sources, freight department	....	....
Total earnings, freight department	$ 16,938,249 10	$ 17,988,030 07
Freight earnings per train mile run 10,407,959 miles, $1.73	1.76	....
Total transportation earnings	23,939,331 08	24,929,062 02
Transportation earnings per train mile run, from all trains earning revenue 16,986,918 miles, $1.47	1.51	....
Gross earnings per mile of road operated 5,118 miles, $4,938 25	4,966 63	....
Proportion of transportation earnings for Dakota	1,419,517 99	1,582,361 89
Rents	37,697 13	31,023 75
Rents received for use of stations, etc		
Car mileage (credit balances)	....	....
EARNINGS FROM ALL OTHER SOURCES.		
Stock yards $ 91,010 30	89,352 07	....
Elevator earnings 203,904 64	356,641 14	....
Telegraph earnings $18,998 49	16,169 02	313,913 43
Total earnings from all sources	$ 24,439,190 44	$ 25,273,999 20
Proportion of earnings for Dakota from all sources $1,590,191 51	$ 1,423,347 75	....

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES.)

CLASS 1.	Last Year.	Present Year.
Repairs of road-bed and track	$ 1,052,549 00	$ 939,814 47
Renewal of rails	872,845 52	779,358 34
Number tons rails laid, steel	....	....
Number tons rails laid, iron	....	....
Renewal of ties	641,798 17	573,057 60
Number ties laid	....	....
Repairs of bridges, including culverts and cattle guards	182,207 94	304,489 36
Repairs of fences, road crossings and signs	87,033 02	92,617 20
Repairs of buildings, stations and water tanks	156,891 93	183,121 65
Total	$ 2,993,325 58	$ 2,872,458 62
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of Locomotives	$ 986,397 91	$ 935,235 67
Repairs of passenger cars	446,491 88	406,457 12
Repairs of freight cars	948,795 23	863,721 37
Total	$ 2,381,685 02	$ 2,205,414 16
CLASS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotives	$ 1,853,143 56	$ 1,974,097 29
Water supply	Not separated	Not separated
Oil and waste	171,000 89	157,805 20
Locomotive service	1,449,297 23	1,541,608 15
Passenger train service	364,902 97	380,693 39
Passenger train supplies	87,667 73	95,671 14
Mileage of passenger cars (debit balance)	None.	None.
Freight train service	775,418 80	808,973 45
Freight train supplies	31,857 36	34,789 51
Mileage of freight cars (debit balance)	86,163 74	48,782 87
Telegraph expenses (maintenance and operating)	Not separated	Not separated
Damage and loss of freight and baggage	17,286 45	26,400 96
Damages to property and cattle	44,916 26	50,951 96
Personal injuries	101,656 73	144,386 18
Agents and station service	2,269,891 03	2,304,598 02
Station supplies	119,465 08	130,460 65
Total	$ 7,372,607 83	$ 7,699,218 77

EXPENSES OF OPERATING, ETC.—*Continued.*

CLASS 4—GENERAL EXPENSES.			Last Year.	Present Year.
Salaries of general officers and clerks			$ 495,547 77	$ 514,678 19
Legal expenses			60,650 68	86,414 88
Insurance			64,335 82	49,570 24
Stationery and printing			159,286 78	173,947 54
Outside agencies and advertising			212,036 47	201,726 86
Contingencies			463,440 57	414,617 55
Taxes in Dakota	$ 30,895 57	Total Taxes.	745,474,80	735,593 24
Taxes in other States	$704,697 67			
Total			$ 2,200,772 89	$ 2,176,548 50

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and buildings	$ 2,993,325 58	$ 2,872,458 62
Maintenance of motive power and cars	2,381,685 02	2,205,414 16
Conducting transportation	7,372,607 83	7,699,218 77
General expenses, including taxes	2,200,772 89	2,176,548 50
Total operating expenses and taxes	$ 14,948,391 32	$ 14,953,640 05
Operating expenses and taxes per mile of road operated, 5,118 miles $2,921 77	3,037 87	....
Operating expenses and taxes per train mile run for trains earning revenue, 16,986,918 miles $0.88	0 94	....
Proportion of operating expenses and taxes for Dakota	1,463,570 85	1,663,264 66
Expenses of running and management of passenger trains	We have no records which would enable us to answer these questions.	We have no records which would enable us to answer these questions.
Expenses of running and management of passenger trains per train mile		
Expenses of running and management of freight trains		
Expenses of running and management of freight trains per train mile		
Expenses of running and management of all trains earning revenue		
Percentage of expenses to earnings 59 17-100	61.17	59.17

GENERAL EXHIBIT.

	Last Year.	Present Year.
Total earnings	$ 24,439,190 44	$ 25,273,999 20
Total expenses, including taxes	14,948,391 32	14,953,640 05
Net earnings	9,490,799 12	10,320,359 15
Rentals, specifying amount paid to each company	....	....
Income from other sources than earnings	115,539 13	135,054 13
Interest accruing during the year $6,655,257 31	....	....
Interest paid during the year 6,655,257 31	....	....
Interest paid during the year on account of the road in Dakota 1,397,501 91	....	....
Interest on funded debt	6,139,506 48	6,655,257 31
Interest paid on funded debt		
Interest on floating debt	....	Not answered
Interest paid on floating debt		
Interest on funded debt accrued prior to July 1, 1886	....	3,071,572 81
Dividends declared, 5 and 7 per cent. preferred stock	1,332,865 90	1,508,388 00
Interest falling due during the year and not paid, common stock	1,545,213 06	1,545,213 05
Floating debt liquidated during the year	Not answered	Not answered
Balance for the year	588,752 81	2,325,017 89
Balance at commencement of the year	5,312,564 79	5,901,317 60
Balance at the close of the year, June 30, 1887	$ 5,901,317 60	$ 3,576,299 71

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings	$ 24,439,190 44	$ 25,273,999 20
Income from stock owned of connecting or other roads	Not answered	Not answered
Income from bonds owned of connecting or other roads	Not answered	Not answered
Income from stock held of your own road	Not answered	Not answered
Income from bonds held of your own road	Not answered	Not answered
Income from lands sold or leased during the year	Not answered	Not answered
Income from other sources	115,539 13	135,054 13
Total income from all sources for the year	$ 24,554,729 57	$ 25,409,053 33
Proportion of income for Dakota $	Not answered	Not answered

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income	$ 24,554,729 57	$ 25,409,053 33
Total operating expenses and taxes	14,948,391 32	14,953,640 05
Net income above operating expenses and taxes	9,606,338 25	10,455,413 28
Net income above operating expenses, taxes, interest and rental	3,466,831 77	3,800,155 97
Gross income per train mile run, 16,986,918 miles	1 55	1 50
Net income per train mile run, 16,986,918 miles	0 61	0 62
Percentage of net income to stock and debt	6 17	6 21
Percentage of net income to cost of road and equipment	6 14	6 13

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year	$ 531,256,479 00	$ 590,131,760 00
Surplus at the close of the year	590,131,760 00	357,629,971 00
The amount invested in railroad stock	Not answered	Not answered
Give the name of each road, and the number of shares owned in each of them and the par value of shares	Not answered	Not answered
The amount invested in railroad bonds, the number of bonds, and the par value of each, the name of each road, and the amount invested in the bonds of each	Not answered	Not answered
The amount of its own stock or bonds owned by the company	Not answered	Not answered
Amount absorbed in construction	590,131,760 00	357,629,971 00
Amount in material and balances from other roads	Not answered	Not answered

GENERAL BALANCE SHEET.

DR.

Cost of road, equipment, etc	$	170,682,911 69
Coal lands		551,431 40
Bonds, stock, etc., of other companies		922,554 95
Due from sundry companies, individuals, etc		357,314 02
Material and supplies		2,878,498 84
Bills receivable		15,760 94
Cash on hand		2,446,512 56
Total	$	177,854,984 40

GENERAL BALANCE SHEET.

CR.

Capital stock, preferred	$	21,596,900 00
Capital stock, common		30,911,061 00
Bonds outstanding		115,833,000 00
Vouchers and pay rolls		2,514,563 02
Dividends unpaid		61,469 27
Interest unpaid		3,361,691 40
Income account		3,576,299 71
Total	$	177,854,984 40

MILES OF ROAD.

FROM.	TO.	Wisconsin.	Illinois.	Iowa.	Minnesota.	Dakota.	Missouri.	Total.
Milwaukee	Western Avenue, Chicago	37.59	44.67					82.26
P. C. & St. L. Jct	Milwaukee Avenue, Chicago		.40					.40
Rondont	Libertyville		3.00					3.00
Racine	Kittredge	68.97	50.63					119.60
Savanna	Pt. Byron Jct		47.90					47.90
Eagle	Elkhorn	16.59						16.59
Watertown	Hampton Mines		4.25					4.25
Rockton	Rockford		15.15					15.15
Elk River Jct	Clinton			10.05				10.05
Davenport	Jackson Jct			150.96				150.96
Eldridge	Maquoketa			32.30				32.30
Paralta	Farley			43.63				43.63
North Chicago	Council Bluffs Transfer		140.23	349.18				489.41
Galewood	Dunning		2.68					2.68
Marion	Ottumwa			96.28				96.28
Ottumwa	South-West			20.41			11.96	32.37
Florida Street, Milwaukee	Eighth Street, Milwaukee	1.15						1.15
Milwaukee	Prairie du Chien	194.40						194.40
Prairie du Chien	Prairie du Chien, Bridge Sw	.50						.50
Stock Yards, Milwaukee	West Milwaukee Jct	.80						.80
Mazomanie	Prairie du Sac	10.34						10.34

MILES OF ROAD—*Continued.*

FROM.	TO.	Wisconsin.	Illinois.	Iowa.	Minnesota.	Dakota.	Missouri.	Total.
Lone Rock	Richland Centre	16.00	....	....	....	....	....	16.00
Milton	Shullsburg	76.70	....	....	....	....	....	76 70
Janesville	Beloit	13.86	....	....	....	....	....	13.86
Brodhead	Albany	7.15	....	....	....	....	....	7.15
Warren	Mineral Point	31.74	1.01	....	....	....	....	32.75
Calamine	Platteville	18.00	....	....	....	....	....	18.00
South Milwaukee	LaCrosse	196.33	....	....	....	....	....	196.33
Watertown Jct	Madison	36.48	....	....	....	....	....	36.48
Madison	Portage	39.00	....	....	....	....	....	39.00
New Lisbon	Necedah	12.86	....	....	....	....	....	12.86
Viroqua Jct	Viroqua	32.20	....	....	....	....	....	32.20
North LaCrosse	Onalaska	3.76	....	....	....	....	....	3.76
LaCrosse	Levee Track	75	....	....	....	....	....	.75
Tomah	Merrill	108.53	....	....	....	....	....	108.53
North Milwaukee	Portage	95.08	....	....	....	....	....	95.08
Beaver Dam Jct	Beaver Dam	2.09	....	....	....	....	....	2.09
Fox Lake Jct	Fox Lake	2.70	....	....	....	....	....	2.70
Horicon	Berlin	42.30	....	....	....	....	....	42.30
Rush Lake	Winneconni	14.80	....	....	....	....	....	14.80
Ripon Jct	Oshkosh	20.00	....	....	....	....	....	20.00
Brandon	Markesan	11.46	....	....	....	....	....	11.46

MILES OF ROAD—*Continued.*

FROM.	TO.	Wisconsin,	Illinois.	Iowa.	Minnesota.	Dakota.	Missouri.	Total.
Iron Ridge Jct	Fon du Lac	27.67						27.67
West Milwaukee	Schwartzburg	6.25						6.25
Cement Line Jct	Rock	1.00						1.00
Sabula Jct	River Jct			136.62	24.93			161.55
Turkey River Jct	West Union			58.17				58.17
Waukon Jct	Waukon			22.81				22.81
Bellevue	Cascade			35.62				35.62
Caledonia Jct	Preston				57.52			57.52
Bridge Sw	St. Paul				128.51			128.51
Chestnut Street, St. Paul	Short Line Jct., Minneapolis				8.30			8.30
St. Croix Jct	Stillwater				24.90			24.90
Wabasha	Zumbrota				60.09			60.09
Wabasha	Central Jct	59.55			1.76			61.31
Central Jct	Chippewa Falls	1.22						1.22
Red Cedar Jct	Cedar Falls	20.67						20.67
North McGregor	Chamberlain			292.71		149.92		442.63
Beulah Jct	Elkader			19.10				19.10
Emmetsburg	Estherville			22.50				22.50
Spencer	Spirit Lake			20.02				20.02
Marion Jct	Running Water					62.34		62.34
Calmar	Minneapolis			41.38	130.64			172.02

MILES OF ROAD—*Continued.*

FROM.	To.	Wisconsin.	Illinois.	Iowa.	Minnesota.	Dakota.	Missouri.	Total.
Conover	Decorah	....	....	9.04	....	....	....	9.04
Northfield	Cannon Jct	....	....	....	31.98	....	....	31.98
Mason City	Austin	....	....	27.95	11.34	....	....	39.29
St. Paul Jct	St. Paul	....	....	....	5.56	....	....	5.56
Manilla	Sioux City	....	....	90.10	....	....	....	90.10
Sioux City	Scotland	....	....	5.60	....	82.58	....	88.18
Elk Point	Sioux Falls	....	....	33.71	....	35.21	....	69.02
Rock Valley	Eden	....	....	8.99	....	.39	....	9.38
Sioux Falls	Sioux Falls Jct	....	....	....	....	32.65	....	32.65
Scotland	Mitchell	....	....	....	....	47.67	....	47.67
Tripp	Armour	....	....	....	....	20.15	....	20.15
North LaCrosse	Woonsocket Jct	1.39	....	....	299.45	97.20	....	398.04
Wells	Mankato	....	....	....	40.00	....	....	40.00
Madison	Lake Preston	....	....	....	....	30.12	....	30.12
Hastings	Ortonville	....	....	....	202.10	....	....	202.10
Short Line Jct., Minneapolis	Benton Jct	....	....	....	28.88	....	....	28.88
Glencoe	Hutchinson	....	....	....	13.27	....	....	13.27
Ortonville Jct	Aberdeen	....	....	....	1.48	107.46	....	108.94
Milbank Jct	End of track n. w. of Wilmot	....	....	....	....	33.00	....	33.00
Andover	Harlem	....	....	....	....	55.56	....	55.56
Mitchell	Edgerley	....	....	....	....	191.97	....	191.97

MILES OF ROAD—*Continued.*

FROM.	To.	Wisconsin.	Illinois.	Iowa.	Minnesota.	Dakota.	Missouri.	Total.
Aberdeen	Bowdle					56.61		56.67
Roscoe	Orient					40.75		40.75
Ortonville	Fargo				46.29	70.68		116.97
Total, June 30, 1887		1,229.88	309.92	1,527.13	1,117.00	1,115.26	11.96	5,311.15

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road	4,920.68	5,311.15
Length main line of road in Dakota	866.47	1,115.26
Length main line of road in Wisconsin	1,228.74	1,229.88
Length main line of road in Illinois	309.92	309.92
Length main line of road in Iowa	1,411.82	1,527.13
Length main line of road in Minnesota	1,103.73	1,117.00
Length main line of road in Missouri	....	11.96
Length of double track on main line	25.57	29.87
Same in Dakota	None	None
Branches owned by this company:	....	....
Total length of branches owned by this company	....	....
Total length of branches owned by this company in Dakota	....	....
Length of double track on branches in Dahota	None	None
Total length of road belonging to this company	4,920.68	5,311.15
Total length of road belonging to this company in Dakota	866.47	1,115.26
Aggregate length of sidings and other tracks not above enumer'd	834.32	910.87
Same in Dakota	49.60	59.71
Aggregate length of track computed as single track, exclusve of sidings	4,946.25	5,341.02
Same in Dakota	866.47	1,115.26
Total length of steel rails in tracks in Dakota, exclusive of sidings	254.90	527.64
Total length of iron rails in tracks in Dakota, exclusive of sidings	611.57	587.62
Weights per yard, steel............56 lb to 67 lb	....	....
Weights per yard, iron............35 lb to 60 lb	....	....
Guage of track, standard	4.8½	4.8½
Gauge of track, narrow	3	3
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
* Oshkosh & Mississippi River Railway—Wisconsin, Ripon to Oshkosh. Length, 20 miles	....	....
Total length of above roads included in statemeut	20	20
Total length of above roads in Dakota	None.	None.
Total length of above roads in Wisconsin	20	20

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* This road is operated under lease, but the bonds are owned substantially by the Chicago, Milwaukee & St. Paul Railway Company.

DESCRIPTION OF ROAD—*Continued.*

NEW ROAD.	Last Year.	Present Year.
The following extensions have been opened for operation since last report:		
Road open for operation during fiscal year ending June 30, 1886 ..	866 47	....
Andover to Harlem, opened August 30, 1886..........	....	58.56
Scotland to Mitchell, opened September 10, 1886..............	....	47.67
Ipswich to Bowdle, opened September 13, 1886..................	....	30.09
Tripp to Armour, opened Oct. 7, 1886..........................	....	20.15
Ellendale to Edgerley, opened Oct. 25, 1886...................	....	24.45
Madison to Lake Preston, opened Dec. 28, 1886............. ...	....	30.12
Roscoe to Orient, opened May 29, 1887	....	40 75
Total as per report June 30, 1887............................	1,115.26	1,115.26
Total miles of road operated by this company..................	4,920.68	5,311.15
Total miles of road operated by this company in Dakota..........	866 47	1,115.26

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company, including flag stations..	920	968
Same in Dakota..	93	117
Number of stations on all roads operated by this company.......	924	972
Same in Dakota..	93	117
Number of telegraph offices in stations in Dakota................	74	95

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company	18,841	20,193
Same in Dakota	2,310	3,168
Amount paid employes, including officials, on all roads operated by this company..	$ 10,930,112 73	$ 11,842,734 72
Same in Dakota..	1,201,853 71	1,698,522 87

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges	5	762	5	762
Combination bridges over 100 feet in length	None.	....	1	157
Iron bridges over 100 feet in length	None.	....	None.	....
Wooden trestle and pile	736	53,074	929	71,458
Iron trestle	None.	....	None.	....
ARCH CULVERTS AND VIADUCTS IN DAKOTA.				
With 20 feet opening or more	None.	....	None.	....
Less than 20 feet opening	2	60	2	60
BOX CULVERTS IN DAKOTA.				
Timber	928	28,717	1,541	47,664
Stone	16	569	23	700
CATTLE-GUARDS.				
Number in Dakota	......	....	......	....
RENEWAL OF BRIDGES AND CULVERTS IN DAKOTA.				
Amount of timber used in renewals of wooden bridges during the year (feet B. M.)	......	70,000	......	200,000
Amount of trestle work replaced with earth during the year (lineal feet)	......	1,000	None.	....
Timber culverts replaced with stone	None.	....	None.	....
Timber culverts replaced with sewer pipe	None.	....	None.	....
Timber culverts replaced with timber	5	135	6	175

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

LOCATION.	Kind.	Material.	When Built	Length, ft.
Between Andover and Harlem............	Pile Bridges,	Wood,	1886	1,756
Between Roscoe and Hillsview............	"	"	1887	2,113
Between Ipswich and Bowdle.............	"	"	1886	637
Between Roscoe and Orient...............	"	"	1886	3,167
Between Madison and Bristol.............	"	"	1887	5,870
Four miles west of Parker.................	"	"	1886	96
Six miles west of Parker	"	"	1886	16
Five miles west of Marion Junction........	"	"	1886	32
Five and one-half miles west of Springfield	"	"	1886	32
One-half mile west of Canton.............	"	"	1886	12
On Sioux City & Dakota Division..........	"	"	1886	232
Total............................	....	....	....	13,9[illegible]3

Give the average number of years the trestle and pile bridges last on your road in Dakota. Seven to eight years.

Give the average number of years that wooden truss bridges last on your road in Dakota. Seven to ten years when trusses are not roofed in, and from twelve to sixteen years when roofed.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota..............................	106	139
Average length of sections..	8	8
Average number of men in each section gang	5	5
Number of new ties laid in track during the year in Dakota	193,219	874,801
Average number of new ties per mile of road	223	784
New rails laid in track during the year in Dakota, iron, 964-1344 tons, miles..	6.70	11.70
New rails laid in track during the year in Dakota, steel, 23,034-896 tons, miles..	32.87	270.62
Total track laid with new rails during the year in Dakota, miles	39.57	282.32

What is the average number of years that iron rails last in your track on main line in Dakota? Four to six years.

What is the average number of years that iron rails last in your track on branches in Dakota? Seven to ten years.

ROAD BED AND TRACK—*Continued.*

What is the average number of years that steel rails last in your track on main line in Dakota? Eight to ten years.

What is the average number of years that steel rails last in your track on branches in Dakota? Twelve to sixteen years.

What is the average number of years that ties last in your track in Dakota? Six to eight years.

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Chicago & Northwestern R. R. near Aberdeen (2) Redfield, Vilas.
Chicago & Northwestern R. R. at Yankton, Wolsey and Faulkton.
Chicago, St. Paul, Minneapolis & Omaha R. R. at Sioux Falls.
Northern Pacific at Fargo.
St. Paul, Minneapolis & Manitoba Ry. at Wahpeton, near Britton, near Sargent.
St. Paul, Minneapolis & Manitoba Ry. at Aberdeen and Sewall.
Burlington, Cedar Rapids & Northern R. R. near Sioux Falls.
Minneapolis & Pacific R. R. at Sewall.

What railroads cross your road, either over or under, and at what locality?

Chicago & Northwestern R. R. at Parker.

Number of highway crossings at grade	Last year,	883	Present year,	973
Number of highway crossings at which there are flagmen	"	...	"	...
Number of highway crossings over railroad	"	1	"	2
Number of highway crossings under railroad	"	4	"	4
Number of highway bridges 18 feet above track	"	..	"	...
Number of highway bridges less than 18 feet above track	"	1	"	

FENCING IN DAKOTA—Not answered.

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owned.	Total.
Number of locomotives	....	731	....
Number of passenger cars	....	327	....
Number of baggage, mail and express cars	....	227	....
Number of parlor and sleeping cars	....	62	....
Number of dining cars	....	10	....
Number of box freight cars	....	14,257	....
Number of stock cars	....	2,305	....
Number of platform and coal cars	....	4,613	....
Number of other cars	....	469	....
Total number of cars	....	22,270	....

Maximum weight of locomotives and tenders, 63 tons without fuel or water.

Average weight of locomotives and tenders, 39 tons without fuel or water.

Number of locomotives equipped with train brake, 246.

Kind of brake, Westinghouse air brake.

Maximum weight of passenger cars, 38 tons.

Average weight of passenger cars, 27 tons.

Number of cars in passenger equipment equipped with train brake—all.

Kind of brake, Westinghouse air brake.

Number of passenger cars equipped with Miller platform and buffer—all.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by an engine of given weight. Over Iowa & Dakota division, weight of engine, 31 tons, estimated at 192 tons; over Sioux City & Dakota division, weight of engine 29 tons, estimated at 240 tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year	6,231,569	6,578,959
Miles run by freight trains during the year	9,603,128	10,407,959
Miles run by switching trains during the year	3,891,686	4,209,525
Miles run by other trains during the year	969,723	1,251,521
Total train mileage	20,696,106	22,447,964
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains	4	4
Average weight of passenger trains, exclusive of passengers, tons	108	108
Average number of cars in freight trains	16	16
Average weight of freight trains, exclusive of freight, tons	176	176
PASSENGER TRAFFIC.		
Number of through passengers carried	187,239	187,567
Number of local passengers carried	5,050,848	5,496,382
Number of special ticket passengers carried	Not answered	Not answered
Total number of passengers carried	5,238,087	5,683,949
Total passenger mileage, or passengers carried one mile	231,103,168	222,067,541
Average distance traveled by each passenger, miles	44⅛	39
Average amount received from each passenger	$ 1 08⅓	$ 0.98
Highest rate of fare per mile for any distance	04	.04
Lowest rate of fare per mile for any distance	.0125	.0125
Average rate of fare per mile for all passengers	2 46-100	2 51-100
FREIGHT TRAFFIC.		
Number of tons of through freight carried	538,661	660,885
Number of tons of local freight carried	6,010,343	6,683,305
Total tons of freight carried	6,549,004	7,344,190
Total mileage of through freight (tons carried one mile)	134,192,183	158,288,000
Total mileage of local freight (tons carried one mile)	1,218,128,064	1,427,185,568
Total freight mileage, or tons carried one mile	1,352,320,247	1,585,473,568
Average rate per ton per mile received for through freight	$ 0.93	$ 0.81
Average rate per ton per mile received for local freight	1.29	1.17
Average rate per ton per mile received for all freight	1.25	1.14
Average cost per ton per mile to move freight	We have no records which would enable us to answer this.	We have no records which would enable us to answer this.
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road.)		

MILEAGE, TRAFFIC, ETC.—*Continued.*

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south	72,522,646	79,559,038
Number of miles run by loaded freight cars west and north......	80,725,149	88,848,830
Number of miles run by empty freight cars east and south.......	33,289,780	35,285,922
Number of miles run by empty freight cars west and north......	25,595,906	25,537,819
Total freight car mileage..................................	212,133,481	229,231,609
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south...	31	31
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north	24	22

SPEED OF TRAINS IN DAKOTA.

AVERAGE SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops..	21	21
Rate of speed of freight trains, including stops.................	12	12

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	1.253.621	19.14	1,577,677	21.48
Flour	442.488	6.76	577,845	7.87
Provisions (beef, pork, lard, etc.).....................	94,818	1.45	88,851	1.21
Animals	372,699	5.69	343,014	4.67
Other agricultural products	299,414	4.57	279,731	3.81
Lumber and forest products............................	1,372,555	20.96	1,346,375	18.33
Coal	682,877	10.43	773.778	10.54
Plaster, lime and cement	112,322	1.72	102,786	1.40
Salt..	52,657	.80	59,077	0.80
Petroleum and oil.....................................	....	......	....	......
Iron, steel and castings	182,754	2.79	231,288	3.15
Stone and brick.......................................	251,558	3.84	255,073	3.47
Manufactures...	91,220	1.39	151,858	2.07
Merchandise, and other articles not enumerated above	1.340,021	20.46	1,556,837	21.20
Total tons carried....................................	6,549,004	......	7,344,190	......

TONNAGE OF ARTICLES FORWARDED

FROM STATIONS WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	240,393	56.60	275,422	56.39
Flour	5,548	1.31	19,028	3.90
Provisions (beef, pork, lard, etc.)	592	0.14	665	0.13
Animals	15,227	3.59	14,267	2.92
Other agricultural products	84,396	19.87	59,111	12.11
Lumber and forest products	6,906	1.63	11,817	2.42
Coal	512	0.12	638	0.13
Plaster, lime and cement	800	0.19	617	0.12
Salt	63	0.01	37	......
Petroleum and oil	....	......	....	......
Iron, steel and castings	1,084	0.25	10,186	2.09
Stone and brick	9,659	2.27	22,701	4.66
Manufactures	2,757	0.65	2,717	0.55
Merchandise and other articles not enumerated above	56,791	13.37	71,127	14.58
Total tons carried	424,728	......	488,393	......

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and on what condition as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

The American Express Company.

The United States Express Company.

Doing a general express business.

Freights taken from express companies at depots,

ADDITIONAL QUESTIONS—*Continued.*

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Sleeping cars are run by the Pullman Palace Car Company, which makes its own regular charges for accommodations therein. Dining cars are run by the Chicago, Milwaukee & St. Paul Railway Company. Rate, 75 cents per meal. Parlor cars are run by the Chicago, Milwaukee & St. Paul Railway Company. Rates are from 25 cents to 50 cents, according to distance traveled.

What is the total amount paid by your company to palace or sleeping car companies, to what companies and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

See answer to above question.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota and on what terms of service?

The rate of pay for transporting the United States mails is not permanently fixed. The mails are weighed for periods fixed by the postoffice department, and on the result of the weighing the rate of compensation is based.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

$1150.99.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota? 558.54.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

Western Union Telegraph Company, 540.23 miles.

STATEMENT OF ACCIDENTS.

No.	Date.	Name.	Occupation.	Station.	Passengers.				Employees.				Others.				Cause.	Character Injury.
					From Causes Beyond their Control		By their own Miscon-duct or want of Caution.		From Causes Beyond their Control		By their own Miscon-duct or want of Caution.		From Causes Beyond their Control.		By their own Miscon-duct or want of Caution.			
					Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.		
	1886																	
1	Aug 2	Anton Blatz,	laborer,	Scotland,	..	..	..	..	..	..	..	1	..	..	..	..	Fell off car.	Spine injured.
2	Aug 10	John Hasley,	brakeman,	Worthing,	..	..	..	..	..	1	..	..	..	..	..	..	Blown off car by wind.	Wrist fractured.
3	Aug 12	C. Wilson,	wrencher,	Ipswich,	..	..	..	..	..	1	..	..	..	..	..	..	Joining two rails together.	Fore finger cut off
4	Aug 24	Walter Jordan,	....	Roswell,	..	..	..	..	..	..	..	..	..	..	1	..	Playing on track and struck.	Killed.
5	Sept 11	H. Helgerson,	....	Mitchell,	..	..	..	..	..	..	..	..	..	..	..	1	Crossing track and struck.	Thigh broke; head cut.
6	Sept 15	George Herman,	laborer,	Scotland,	..	..	..	..	..	..	..	1	..	..	..	..	Loadiing ties and fell.	Shoulder dislocated.
7	Sept 28	John Johnson,	conductor,	Mitchell,	..	..	..	..	..	..	1	..	..	..	..	..	Caught between draft irons.	Killed.
8	Oct 1	Frank McLean,	laborer,	Ellendale,	..	..	..	..	1	..	..	..	..	..	..	..	Collision between work train and cars.	Killed.
9	Oct 1	James Moriarity,	forem'n pile driver,	Ellendale,	..	..	..	..	..	1	..	..	..	..	..	..	Collision between work train and cars.	Bruised and cut.
10	Oct 10	F. A. Johnson,	conductor,	Andover,	..	..	..	..	..	1	..	..	..	..	..	..	Struck by telegraph pole while outside of car.	Bruised.
11	Oct 6	C. B. Dyke,	....	near Parker,	..	1	..	..	..	..	..	..	..	..	..	..	Engine run into burned bridge	Spine injured.
12	Oct 17	J. E. Horne,	conductor,	Andover,	..	..	..	..	..	..	..	1	..	..	..	..	Coupling cars.	Hand squezed.
13	Oct 20	Alex Montelett,	....	Mitchell,	..	..	..	1	..	..	..	..	..	..	..	..	Jumped off train.	Collar bone broken
14	Oct 27	Geo. R. McDougal,	brakeman,	Ellendale,	..	..	..	..	..	..	..	1	..	..	..	..	Coupling cars.	Two fingers bruised.

STATEMENT OF ACCIDENTS—*Continued.*

No.	DATE.	NAME.	OCCUPATION.	STATION.	PASSENGERS.				EMPLOYES.				OTHERS.				CAUSE.	CHARACTER INJURY.
					From Causes Beyond their Control		By their own Miscon-duct or want of Caution.		From Causes Beyond their Control		By their own Miscon-duct or want of Caution.		From Causes Beyond their Control		By their own Miscon-duct or want of Caution.			
					Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.		
	1886																	
15	Oct 27	Otto Lundquist,	sectionman,	Aberdeen,								1					Struck by crank of coal derrick.	Shoulder fractur'd
16	Nov 1	Harry Comfort,	engineer,	Mellette,						1							side rod of engine broke.	Ankle and back sprained.
17	Nov 8	Tom Crouch,	brakeman,	Roscoe,						1							Switching—steel rails shifted.	Foot squeezed.
18	Nov 9	James Grace,	....	Worthing,												1	Jumped off train.	Bruised.
19	Nov 9	S. Allsbrow,	express messenger,	Scotland,						1							Train ran off track.	Arm bruised.
20	Nov 11	W. Williams,	brakeman,	Mitchell,							1						Stepping onto pilot—slipped.	Killed.
21	Nov 11	W. A. DeKay,	....	Parkston,				1									Crossing track and struck.	Right foot cut off.
22	Nov 14	Thomas Burke,	....	Bristol,				1									Drunk; jumped off train.	Rib broken.
23	Nov 30	D Blackwood,	engineer,	Parker,							1						Collision.	Killed.
24	Nov 30	Charles E. Gust.	fireman,	Parker,					1								Collision.	Killed.
25	Dec 1	E. Franklin,	brakeman,	Roscoe,								1					Coupling cars.	Skull fractured.
26	Dec 10	Frank Burke,	brakeman,	White Rock,						1							Coupling cars.	Collar bone broke and internal inj.
27	Dec 10	Joseph Murphy,	brakeman,	Roscoe,						1							Brake wheel broke.	Legs badly bruis'd
28	Dec 10	Tim Sullivan,	conductor,	Sioux Falls,						1							Car ladder broke.	Ruptured.

STATEMENT OF ACCIDENTS—*Continued.*

No.	Date.	Name.	Occupation	Station.	Passengers.				Employes.				Others.				Cause.	Character Injury.
					From Causes Beyond their Control		By their own Misconduct or want of Caution.		From Causes Beyond their Control		By their own Misconduct or want of Caution.		From Causes Beyond their Control		By their own Misconduct or want of Caution.			
					Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.		
	1886																	
29	Dec 14	G. R. McDougal,	brakeman,	Aberdeen,						1							Engine backed into hind end of train.	Arm broken.
30	Dec 17	C. M. Halleck,	brakeman,	Faulkton,								1					Couplin engine and car.	Collar bone broken
31	Dec 19	Joseph Greene,	carpenter,	Aberdeen,								1					Round house door fell.	Leg broken.
32	Dec 20	Thomas Croal,	brakeman,	Andover,								1					Mitten froze to link coupling.	Two fingers crushed.
33	Dec 23	Joseph Myers,	trackman,	Madison,								1					Climbing between cars.	Ribs fractured.
34	Dec 25	A E Preston,	brakeman,	Andover,								1					Mitten froze to link.	Hand mashed.
	1887																	
35	Jan 7	Oscar Peterson	sectionman,	Summit,						1							Snow fence fell onto him.	Ankle dislocated.
36	Jan 13	Edw. Crossett,	brakeman,	Aberdeen,						1							Coupling cars.	Left knee Injured.
37	Jan 15	George McCabe,	switchman,	Aberdeen,								1					Coupling cars.	Finger cut off.
38	Jan 20	Mike Kelly,	conductor,	Summit,								1					Fell off train.	Ribs injured and thigh bruised.
39	Jan 24	George Carroll,	brakeman,	Mitchell,								1					Fell off engine tank.	Leg broken; back injured.
40	Feb 22	D. J. Crimmons,	brakeman,	Webster,								1					Getting on engine.	Bruised generally.
41	Feb 27	Andrew Hanson,	....	Egan,											1		Deaf; walking on track.	Killed.

STATEMENT OF ACCIDENTS—*Continued.*

No.	Date.	NAME.	OCCUPATION.	STATION.	PASSENGERS.				EMPLOYES.				OTHERS.				CAUSE.	CHARACTER INJURY.
					From Causes Beyond their Control		By their own Misconduct or want of Caution		From Causes Beyond their Control		By their own Misconduct or want of Caution.		From Causes Beyond their Control		By their own Misconduct or want of Caution.			
					Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.	Killed.	Inj'rd.		
	1887																	
42	Mar 4	Wm. H. Lee,	brakeman,	Roscoe,	..	..	..	..	..	..	..	1	..	..	..	..	Slipped while coupling.	Third finger crushed.
43	Mar 12	A. Jemtegard,	carpenter,	Ethan,	..	..	..	..	..	1	..	..	..	..	..	..	Chain broke pulling pile.	Cut over eye.
44	Mar 12	Ed Hines,	sectionman,	Madison,	..	..	..	..	..	..	..	1	..	..	..	..	Fell off hand car.	Ribs fractured.
45	Mar 18	H. E. Parker,	baggageman,	Vermillion,	..	..	..	..	..	..	..	1	..	..	..	..	Fell over baggage.	Knee dislocated.
46	Mar 19	Anton Meuer,	....	Bristol,	..	..	..	..	..	..	..	..	..	..	..	1	Unloading horses.	Leg broken.
47	Mar 23	John Stevenson,	switchman,	Aberdeen,	..	..	..	..	..	..	1	..	..	..	..	..	Fell off car and run over.	Killed.
48	Mar 26	Conrad Steingrube,	....	Redfield,	..	..	..	..	..	..	..	..	..	..	1	..	Team frightened at engine and ran away.	Killed.
49	Apr 10	John McArthur,	switchman,	Mitchell,	..	..	..	..	..	..	..	1	..	..	..	..	Earth caved in.	Ankle dislocated.
50	Apr 15	O. B. Clark,	brakeman,	Elk Point,	..	..	..	..	..	..	..	1	..	..	..	..	Foot caught in frog.	Foot and knee injured.
51	Apr 18	Ed Jones,	laborer,	Mitchell,	..	..	..	..	..	1	..	..	..	..	..	..	Well caved in.	Leg broken.
52	Apr 16	W. S. Richardson	brakeman,	LakePr'st'n,	..	..	..	..	..	..	..	1	..	..	..	..	Fell into turn-table pit.	Ruptured.
53	Mar 28	Henry Burgess,	boy,	Gayville,	..	..	..	..	..	..	..	..	..	..	..	1	Too near track and struck.	Arm broken.
54	June 1	Ed Norris,	laborer,	Roscoe,	..	..	..	..	..	..	..	1	..	..	..	..	Caught in track laying machine.	Finger cut off.
				Total	..	1	..	3	2	15	4	22	..	..	3	4		

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
Derailments	......	......	......	......	1	......
Collisions	......	3	......	......	1	......
Caught in frogs, guard rails or switches	......	......	......	......	1	......
Coupling cars	......	1	......	......	11	......
Falling from trains	......	1	......	......	7	......
Getting on and off trains	......	1	......	1	1	......
Highway crossings	......	......	1	......	......	......
Miscellaneous	......	......	......	2	15	1
Overhead obstructions	......	......	......	......	......	......
Stealing rides	......	......	......	......	......	1
While intoxicated	......	......	......	1	......	......
Tresspassers on track	......	......	2	......	......	2
Total	......	6	3	4	37	4

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons killed during the year	9
Number of persons injured during the year	45
Number of casualties purely accidental during the year	18
Number resulting from lack of caution, carelessness or misconduct	36
Number of persons killed while intoxicated	0
Number of persons injured while intoxicated	1
Number of trespassers on track killed	2
Number of trespassers on track injured	2
Number of tramps or others stealing rides killed or injured	1
Suicides in Dakota	0

Officers of the Company, with Location of Offices.

President, Vacant; *Vice-President*, Frank S. Bond, New York; *Secretary*, P. M. Myers, Milwaukee; *Treasurer*, F. G. Ranney, Milwaukee; *General Manager*, Roswell Miller, Milwaukee; *Assistant*, *General Manager*, J. F. Tucker, Milwaukee; *General Superintendent*, J. T. Clark, Milwaukee; *Assistant General Superintendents*, 1st A. J. Earling, Milwaukee; 2d C. W. Case, Minneapolis; 3d D. A. Oline, Racine; *Division Superintendents*, G. O. Clinton, Chicago; R. E.

Campbell, Marion; J. H. Lakey, Wabasha; W. M. Kellie, Minneapolis; E. H. Graves, Minneapolis; W. G. Collins, Milwaukee; S. J. Collins, Chillicothe; L. B. Rock, Milwaukee; H. R. Williams, Austin; W. J. Underwood, LaCrosse; E. W. McKenna, Milwaukee; J. B. Moll, Mason City; L. B. Beardsley, Sioux City; D. L. Bush; Aberdeen; C. A. Cosgrave, Ox Ford Junction; *Chief Engineer*, D. J. Whittemore, Milwaukee; *Superintendent of Telegraph*, G. E. Simpson, Milwaukee; *General Auditor*, J. P. Whaling, Milwaukee; *General Passenger Agent*, A. V. H. Carpenter, Milwaukee; *General Freight Agent*, A. C. Bird, Milwaukee; *General Solicitor*, Jno. W. Cary, Milwaundeh.

DIRECTORS.

Frank S. Bond, New York; Selah Chamberlain, Cleveland; Peter Geddes, New York; Hugh J. Dickey, New York; James Stillman, New York; William Rockefeller, New York; James T. Woodward, New York; Joseph Milbank, New York; Geo. C. Magonn, New York; A. VanSantvoord, New York; John Plankinton, Milwaukee; Philip D. Armour, Chicago; Jason C. Easton, LaCrosse.

Date of annual meeting of stockholders—June.

Fiscal year of company ends, December 31st.

General offices of the company are located at Milwaukee, Wisconsin.

STATE OF WISCONSIN, } ss.
COUNTY OF MILWAUKEE. }

Roswell Miller, general manager, and P. M. Myers, secretary of the Chicago, Milwaukee & St. Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1887, to the best of their knowledge and belief.

[Signed] ROSWELL MILLER,
General Manager.
P. M. MYERS,
Secretary.

Subscribed and sworn to before me this 14th day of October, A. D. 1887.
[SEAL.] G. E. WEISS, Notary Public.

REPORT

OF THE

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association..........$20,000,000	$ 20,000,000 00	$ 20,000,000 00
Amount authorized by vote of the company $20,000,000	20.000,000 00	20,000,000 00
Amount issued, number of shares 200,000, amount paid in........	20,000,000 00	20,000,000 00
Amount of common stock issued	20,000,000 00	20,000,000 00
Amount of preferred stock issued, and conditions of preferment..	None.	None.
Total amount paid in, as per books of the company	$ 20,000,000 00	$ 20,000,000 00

Amount of stock per mile of road.............	Last year $	13,249 85	Present year, $	10,335 33
Amount of stock representing the road in Dakota.	"	6,770,000 00	"	8,400,000 00
Amount of stock held in Dakota..................	"	....		... .
Total number of stockholders..............	"	....		....
Number of stockholders in Dakota................	"	.. ..		....

Date road entered territory...November 16, 1879

DEBT.

FUNDED DEBT AS FOLLOWS.	Last Year.	Present Year.
First mortgage bonds St. P. & P. due July 1, 1892, rate of interest 7 per cent	$ 366,000 00	$ 366,000 00
Amount of interest paid on same during the year......$25,620 00	....	....
First mortgage bonds due July 1, 1909, rate of interest 7 per cent	5,250,000 00	4,991,000 00
Amount of interest paid on same during the year......$367,500 00	....	....
Second mortgage bonds due October 1, 1909, rate of of interest 6 per cent	8,000,000 00	8,000,000 00
Amount of interest paid during the year..............$480,000 00	....	....
Dakota extension mortgage bonds due November 1, 1910, rate of interest 6 per cent	5,676,000 00	5,676,000 00
Amount of interest paid $340,560 00	....	....
Consolidated mortgage bonds 6 per cent. due July 1, 1933, rate of interest 6 per cent	13,044,000 00	13,344,000 00
Amount of interest paid on same during the year....$ 800,640 00	....	....
Consolidated mortgage bonds 4½ per cent. due July 1, 1933, rate of interest 4½ per cent	....	8,100,000 00
Amount of interest paid.................................$146,755 87	....	....
Montana extension bonds due June 1, 1937, rate of interest 4 per cent	....	2,800,000 00
Accrued interest.......................................$9,333 33	....	....
Subscription to Montana extension bonds due June 1, 1937	....	12,976 80
Total amount of funded debt	$ 32,336,000 00	$ 43,289,976 80
FLOATING DEBT.		
Incurred for $	No floating debt	No floating debt
Incurred for $		
Total amount of floating debt		
Contingent liability as guarantor of bonds and debts of other roads		
Total amount of debt liabilities, funded	$ 32,336,000 00	$ 43,289,976 80
Amount of debt per mile of road	21,422 37	22,370 81
Amount of debt representing the road in Dakota	10,945,736 00	18,181,790 26
Total amount of stock and debt	52,336,000 00	63,289,976 80
Amount of stock and debt per mile of road	34,672 23	32,706 14
Amount of interest paid representing the road in Dakota	....	911,571 86

COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately).	Last Year.	Present Year.
Grading	CANNOT GIVE THIS.	CANNOT GIVE THIS.
Bridging and masonry		
Superstructure, including rails		
Land, land damages and fences		
Passenger and freight stations, coal sheds and water stations		
Engine houses, car sheds and turn-tables		
Machine shops, including machinery and tools		
Interest paid during construction, discounts, etc		
Engineering, agencies, salaries and other expenses during construction		
All other items charged to construction not enumerated above		
Double track		
Total expended for construction		
Average cost of construction per mile of road (...... miles)		
Proportion of cost of construction for Dakota		
Locomotives		
Snow plows on wheels		
Passenger, mail, baggage and express cars		
Parlor, dining and sleeping cars		
Freight and other cars		
Wrecking cars, pile-drivers and tools		
Total for equipment		
Average cost of equipment per mile of road operated by company, ... miles		
Proportion of cost of equipment for Dakota		
Total cost of road and equipment	$ 51,130,398 35	$ 62,894,047 45
Average cost of road and equipment per mile, 1,935.11 miles	$ 34,536 02	$ 32,501 53
Proportion of cost of road and equipment for Dakota	17,646,139 84	26,415,499 93
Average cost of road and equipment per mile in Dakota, 808.62 miles	34,523 78	32,667 38
Estimated present cash value of all your property in the territory, not including land grant	....	....

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

	Last Year.	Present Year.
Grading		
Bridging and masonry		
Superstructure, including rails		
Land, land damages and fences		
Passenger and freight stations, coal sheds and water stations		
Engine houses, car sheds, and turn-tables		
Machine shops, including machinery and tools		
Engineering, agencies, salaries and other expenses during construction		
Purchase of other roads (specifying the same) and all particulars,		
Double track extension		
Total for construction	$ 1,599,410 02	$ 10,329,606 92
EQUIPMENT.		
Locomotives		
New snow plows		
Passenger, mail, baggage and express cars		
Parlor, dining and sleeping cars		
Freight and other cars		
Wrecking-cars, pile-drivers and tools		
Total for equipment	$ 1,808 00	$ 727,792 18
Any other expenditures charged to property account		
Total expenditures charged to property account	$ 1,601,218 02	$ 11,057,399 10
Propery sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)		
Amount the capital has been increased by stock or other dividends that is not represented by actual increase of property —dividing surplus, or any other increase		
Net addition to property account for the year		

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers	....	....
From through passengers	....	....
From all passengers	$ 1,431,497 80	$ 1,497,809 02
From express and baggage	100,704 15	106,204 61
From mails	125,262 46	133,993 79
From other sources, passenger department	41,914 50	40,206 00
Total earnings, passenger department	$ 1,699,378 91	$ 1,778,213 42
Earnings per passenger train mile run ... 1,361,862 miles	1.41	1 31
EARNINGS, FREIGHT.		
From local	....	....
From through	$ 5,587,284 43	$ 6,151,746 69
From other sources, freight department	243 71	601 07
Total earnings, freight department	$ 5,587,528 14	$ 6,152,347 76
Earnings per freight train mile run ... 1,989,299 miles	3 58	3 09
Total transportation earnings	$ 7,286,907 05	$ 7,930,561 18
Earnings per train mile run, from all trains earning revenue, ... 3,351,161 miles	2 64	2 36
Earnings per mile of road operated ... 1,935-11 miles	4,827 52	4,098 25
Proportion of earnings for Dakota	1,570,555 25	1,695,715 15
Rents received for use of road	....	11,630 14
Rents received for use of stations, etc	....	....
Car mileage (credit balances)	25,000 00	85,583 60
Earnings from all other sources	9,829 16	673 40
Elevator earnings	....	....
Telegraph earnings	....	....
Total earnings from all sources	$ 7,321,736 21	$ 8,028,448 32
Proportion of earnings for Dakota	$ 1,572,982 17	$ 1,695,715 15

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES.)

CLASS 1.	Last Year.	Present Year.
Repairs of road-bed and track	$ 639,764 35	$ 729,482 63
Renewal of rails	518,394 35	148,507 78
Number tons rails laid, steel 7,389	....	....
Number tons rails laid, iron 846	....	....
Renewal of ties	93,386 97	134,589 79
Number ties laid 285,311	....	....
Repairs of bridges, including culverts and cattle guards	52,878 64	131,168 39
Repairs of fences, road crossings and signs	12,293 37	18,496 06
Repairs of buildings, sections and water tanks	154,312 31	30,813 72
Total	$ 1,471,029 89	$ 1,193,058 37
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of Locomotives	$ 212,876 55	$ 306,275 54
Repairs of passenger cars	104,454 92	103,787 92
Repairs of freight cars	239,527 89	297,669 66
Total	$ 556,859 36	$ 707,733 12
CLASS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotives	$ 426,163 62	$ 630,508 55
Water supply	42,840 99	58,695 60
Oil and waste	12,728 97	22,989 97
Locomotive service	263,442 96	404,728 85
Train service	179,535 84	269,442 20
Train supplies	14,156 13	27,040 49
Mileage of passenger cars (debit balance)	....	....
Freight train service	....	....
Freight train supplies	....	....
Care, heating and lighting cars	13,573 35	16,013 82
Telegraph expenses (maintenance and operating)	5,679 32	5,770 28
Damage and loss of freight and baggage	3,651 48	3,601 79
Damages to property and cattle	9,042 42	33,672 69
Personal injuries	25,467 25	17,562 58
Agents and station service	212,788 02	273,973 69
Station supplies	43,397 24	54,826 65
Total	$ 1,252,367 59	$ 1,818,827 16

EXPENSES OF OPERATING, ETC.—*Continued.*

CLASS 4—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks	$ 206,489 56	$ 202,408 40
Legal expenses	48,626 44	74,248 24
Insurance	17,362 42	16,578 28
Stationery and printing	5,372 74	7,690 30
Outside agencies and advertising	40,317 29	50,306 02
Contingencies	59,978 26	28,560 40
Taxes in Dakota $ 50,999 20 Taxes in other States $164,485 96 Total Taxes.	180,248 40	215,485 16
Total	$ 558,395 11	$ 595,276 80

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and buildings	$ 1,471,029 89	$ 1,193,058 37
Maintenance of motive power and cars	556,859 36	707,733 12
Conducting transportation	1,252,367 59	1,818,827 16
General expenses, including taxes	558,395 11	595,276 80
Total operating expenses and taxes	3,838,651 95	$ 4,314,895 45
Operating expenses and taxes per mile of road operated, 1,739 miles	2,610 03	2,481 25
Operating expenses and taxes per train mile run for trains earning revenue, 3,351,161 miles	1 39	1 29
Proportion of operating expenses and taxes for Dakota	1,284,796 81	1,812,255 99
Expenses of running and management of passenger trains	....	1,223,646 10
Expenses of running and management of passenger trains per train mile	....	90
Expenses of running and management of freight trains	....	3,091,249 35
Expenses of running and management of freight trains per train mile	....	1 55
Expenses of running and management of all trains earning revenue	....	4,314,895 45
Percentage of expenses to earnings	52.43	53.745

GENERAL EXHIBIT.

	Last Year.	Present Year.
Total earnings	$ 7,321,736 21	$ 8,028,448 32
Total expenses, including taxes	3,838,651 95	4,314,895 45
Net earnings	3,483,084 26	3,713,552 87
Rentals, specifying amount paid to each company	....	....
Minneapolis Union Railway Company	....	70,211 52
Northern Pacific, Fergus & Black Hills Railway Co	....	9,555 00
Interest accruing during the year	1,999,820 00	2,170,409 20
Interest paid during the year	1,999,820 00	2,170,409 20
Interest paid during the year on account of the road in Dakota	....	....
Interest on funded debt	1,999,820 00	2,170,409 20
Interest paid on funded debt	1,999,820 00	2,170,409 20
Interest on floating debt	....	....
Interest paid on floating debt	....	....
Dividends declared, 6 per cent	1,200,000 00	1,200,000 00
Interest falling due during the year and not paid	....	....
Floating debt liquidated during the year	....	....
Balance for the year	454,380 34	257,591 06
Balance at commencement of the year	1,662,917 58	2,117,297 92
Balance at the close of the year, June 30, 1887	$ 2,117,297 92	$ 2,374,888 98

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings	$ 7,321,736 21	$ 8,028,448 32
Income from stock owned of connecting or other roads	Not answered	Not answered
Income from bonds owned of connecting or other roads	Not answered	Not answered
Income from stock held of your own road	Not answered	Not answered
Income from bonds held of your own road	Not answered	Not answered
Income from lands sold or leased during the year	350,114 14	415,782 16
Income from other sources	171,116 08	514,447 39
Total income from all sources for the year	$ 7,842,966 43	$ 8,958,677 87
Proportion of income for Dakota $	Not answered	Not answered

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income	$ 7,842,966 43	$ 8,958,677 87
Total operating expenses and taxes	3,838,651 95	4,314,895 45
Net income above operating expenses and taxes	4,004,314 48	4,643,782 42
Net income above operating expenses, taxes, interest and rental	2,004,494 48	2,473,373 22
Gross income per train mile run, 3,351,161 miles	2 84	2 40
Net income per train mile run, 3,351,151 miles	0 73	1 11
Percentage of net income to stock and debt	3.8	3.9
Percentage of net income to cost of road and equipment	3.8	3 9

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year	$ 1,662,917 58	$ 2,117,297 92
Surplus at the close of the year	2,117,297 92	2,374,888 98
The amount invested in railroad stock	Not answered	Not answered
Give the name of each road, and the number of shares owned in each of them and the par value of shares	Not answered	Not answered
The amount invested in railroad bonds, the number of bonds, and the par value of each, the name of each road, and the amount invested in the bonds of each	Not answered	Not answered
Amount of its own stock or bonds owned by company Stock ...	5,600 00	5,600 00
Bonds ..	901,000 06	....
Amount absorbed in construction	Not answered	Not answered
Amount in material and balances from other roads	Not answered	Not answered

GENERAL BALANCE SHEET.

DR.

To		
Railway equipment and lands		$ 65,903,047 45
Union depot stock	$ 70,000 00	
Minnesota transfer stock	7,000 00	
Minnesota transfer bonds	63,000 00	
Minneapolis Union Railway stock	750,000 00	890,000 00
Other properties and securities		2,592,157 76
GENERAL ASSETS.		
St. Paul, Minneapolis & Manitoba Railway stock	5,600 00	
Due from agents	69,451 67	
Due from United States postal department	33,716 76	
Advance charges on freight	13,324 35	
Camp supplies	1,860 94	
General supplies	8,845 60	
Material, machinery department	241,831 22	
Material, road department	1,717,521 30	
Stock of fuel (coal)	57,758 91	
Stock of fuel (wood)	12,764 13	
Due from other companies and individuals	393,813 59	
Cash in hands of trustees, first mortgage bonds	58,531 98	
Cash on hand	2,169,800 27	4,784,820 72
		$ 74,170,025 93
Less Land Grant Bonds redeemed		3,009,000 00
		$ 71,161,025 93

GENERAL BALANCE SHEET.

CR.

By			
Capital stock		$ 20,000,000 00	
FUNDED DEBT.			
First mortgage bonds	$ 8,000,000 00		
Less land grant bonds redeemed	3,009,000 00		
Balance	$ 4,991,000 00		
Second mortgage bonds	8,000,000 00		
St. Paul & Pacific bonds	366,000 00		
Dakota extension bonds	5,676,000 00		
Consolidated mortgage bonds, 6 per cent	13,344,000 00		
Consolidated mortgage bonds, 4¼ per cent	8,100,000 00		
Montana extension bonds	2,800,000 00		
Sub. Montana extension bonds	12,976 80	43,289,976 80	$ 63,289,976 80
Sinking fund applicable to redemption of first mortgage land grant bonds		$ 3,722,714 39	
Less land grant bonds redeemed	$ 3,009,000 00		
Premium on land grant bonds	150,450 00	3,159,450 00	563,264 39
Sinking fund, consol. mortgage bonds			20,623 96
State tax not yet due		$ 93,244 43	
Accrued interest on bonds not yet due and payable		186,093 33	279,337 76
Audited bills and vouchers unpaid		$ 2,061,687 62	
Unpaid pay rolls		657,974 08	
Unpaid coupons due July 1, 1887 and prior		797,768 50	
Unpaid dividends		2.895 00	
Due other companies and individuals		88,663 21	3,608,988 41
Fund for improvement and renewals			1,023,945 63
Balance to profit and loss account, June 30,'86		$ 2,117,297 92	
Balance to profit and loss account, June 30,'87		257,591 06	2,374,888 98
			$ 71.161,025 93

MILEAGE.

FROM.	TO.	Total Miles.	Miles in Minnesota.	Miles in Dakota.	Additions During Year.	Additions in Minnesota.	Additions in Dakota.	Deductions Account Change of Location of Line.
St. Paul	Barnesville	217.41	217.41					
State Fair Ground	Spur	.64	.64					
Hamline	Minnesota Transfer	2.60	2.60					
Minneapolis Jct	East Minneapolis	.70	.70					
Osseo Jct	St. Cloud	63.07	63.07					
Elk River	Milaca	31.80	31.80		31.80	31.80		
St. Cloud	Hinckley	66.43	66.43					
East St. Cloud	Sauk Rapids	2.14	2.14					
St. Cloud	Willmar	55.05	55.05		35.05	35.05		
Sauk Center	Eagle Bend	36.44	36.44					
Fergus Falls	Pelican Rapids	21.65	21.65					
Carlisle	Elizabeth	3.52	3.52					
East Minneapolis	Breckenridge	204.12	204.12					* .23
Minnetonka North Shore Line		5.93	5.93					
Hutchinson Jct	Hutchinson	53.13	53.13		53.13	53.13		
Morris	Brown's Valley	46.68	46.68					
Tintah Jct	Ellendale	104.32	8.42	95.90	104 32	8.42	95.90	
Rutland	Aberdeen	64.00		64.00	64 00		64.00	
Barnesville	St. Vincent	170.95	170.95					

MILEAGE—*Continued.*

FROM.	TO.	Total Miles.	Miles in Minnesota.	Miles in Dokota.	Additions During Year.	Additions in Minnesota.	Additions in Dakota.	Deductions Account Change of Location of Line.
St. Vincent	Boundary Line	2.62	2.62	....	....	....	....	....
St. Vincent—Old Depot	End of Track	2.12	2.12	....	....	....	....	....
Shirley	St. Hilaire	21.55	21.55	....	....	....	....	....
Breckenridge Jct	Grand Forks Jct	126.63	51.28	75.35	....	....	....	....
Grand Forks	Boundary Line	80.94	....	80.94	....	....	....	....
Moorhead	Halsted	34.09	34.09	....	....	....	....	....
Breckenridge	Larimore Jct	132.00	.61	131.39	....	....	....	....
Everest	Portland Jct	50.44	....	50.44	....	....	....	....
Ripon	Hope	29.50	....	29.50	....	....	....	....
Crookson Jct	Minot	231.20	23.54	207.66	98.93	....	98.93	....
Park River Jct	Park River	34.78	....	34.78	....	....	....	....
Rugby Jct	Bottineau	38.66	....	38.66	38.65	....	38.66	....
Total		1,935.11	1,126.49	808.62	425.89	128.40	297.49	.23

* In Minnesota.

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from St. Paul and Minneapolis to St. Vincent and Neche	805.72	805.49
Length main line of road in Dakota	155.68	155.68
Length main line of road in Minnesota	650.04	649.81
Length of double track on main line	28.44	28.44
Same in Dakota	....	....
Branches owned by this company:	703.73	....
Total length of branches owned by this company	703.73	1,129.62
Total length of branches owned by this company in Dakota	355.45	652.94
Total length of branches owned by this company in Minnesota	348.28	476.68
Length of double track on branches in Dakota	....	....
Total length of road belonging to this company	1,509.45	1,935.11
Total length of road belonging to this company in Dakota	511.13	808.62
Aggregate length of sidings and other tracks not above enumer'd	219.49	278.59
Same in Dakota	42.31	77.70
Aggregate length of track computed as single track, exclusve of sidings	1,537.89	1,963.55
Same in Dakota	511.13	808.62
Total length of steel rails in tracks in Dakota, exclusive of sidings	284.53	649.52
Total length of iron rails in tracks in Dakota, exclusive of sidings	226.60	159.10
Weights per yard, steel........56 lb to 60 lb	....	....
Weights per yard, iron........56 lbs	....	....
Guage of track	4 8½	4 8½
Total miles of road operated by this company	1,509.45	1,935.11
Total miles of road operated by this company in Dakota	511.13	808.62

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	246	320
Same in Dakota	81	136
Number of stations on all roads operated by this company	246	320
Same in Dakota	81	136
Number of telegraph offices in stations in Dakota	55	83

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company	3,410	7,054
Same in Dakota	1,154	2,963
Amount paid employes, including officials, on all roads operated by this company	$ 1,951,525 67	$ 3,234,578 28
Same in Dakota	653,175 64	1,358,522 88

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges over 100 feet in length	2	694	2	694
Combination bridges over 100 feet in length	......	....	......	....
Iron bridges over 100 feet in length	.....	....	......	....
Wooden trestle and pile	491	39,098	853	56,556
Iron trestle	......	....	......	....
ARCH CULVERTS AND VIADUCTS IN DAKOTA.				
With 20 feet opening or more	......	....	......	....
Less than 20 feet opening	......	....	......	....
BOX CULVERTS IN DAKOTA.				
Timber	......	....	......	....
Stone	......	....	......	....
CATTLE-GUARDS.				
Number in Dakota	......	....	......	....
RENEWAL OF BRIDGES AND CULVERTS IN DAKOTA.				
Amount of timber used in renewals of wooden bridges during the year (feet B. M.)	......	....	......	....
Amount of trestle work replaced with earth during the year (lineal feet)	......	....	.....	....
Timber culverts replaced with stone	......	....	......	....
Timber culverts replaced with sewer pipe	......	....	......	....
Timber culverts replaced with timber	......	....	......	....

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

LOCATION.	Kind.	Material.	When Built	Length, ft.
Devils Lake to Minot	Truss & Pile,	Wood,	1886	7,959
Rutland to Ellendale	"	"	1887	2,288
Rutland to Aberdeen	"	"	1886	3,427
Tintah Junction to Rutland	"	"	1886	1,876
Rugby Junction to Bottineau	Pile.	"	1887	1,908
Total	....	....	....	17,458

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	77	135
Average length of sections	6.4	6.8
Average number of men in each section gang	3	4
Number of new ties laid in track during the year in Dakota	53,030	119,831
Average number of new ties per mile of road	103	148
New rails laid in track during the year in Dakota, iron, 355 tons, miles	....	....
New rails laid in track during the year in Dakota, steel, 6,781 tons, miles	63.6	81
Total track laid with new rails during the year in Dakota, miles	63.6	81

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Northern Pacific R. R. at Casselton.
Northern Pacific R. R. between Everest and Ripon.
Fargo & Southwestern R. R. at Davenport.
Chicago, Milwaukee & St. Paul Ry. at Wahpeton, Aberdeen and Burch.
Chicago & Northwestern R. R. at Aberdeen and Riverdale.

FENCING IN DAKOTA.

Wire, with board or rail on top	15.46
Board and rail	6.77
Total	22.23

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owned.	Total.
Number of locomotives	....	216	216
Number of passenger cars	....	92	92
Number of baggage, mail and express cars	....	42	42
Number of parlor and sleeping cars	....	22	22
Number of dining cars	....	....	....
Number of box freight cars	....	3,909	3,909
Number of stock cars	....	66	66
Number of platform and coal cars	....	2,059	2,059
Number of other cars	....	150	150
Total number of cars	....	6,340	6,340

Maximum weight of locomotives and tenders, 52 tons.

Average weight of locomotives and tenders, 39 tons.

Number of locomotives equipped with train brake, 52.

Kind of brake, Westinghouse automatic.

Number of cars equipped with train brake, 156.

Kind of brake, Westinghouse automatic.

Number of passenger cars equipped with Miller platform and buffer, 156.

The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by an engine of given weight. Load varies according to season and other conditions.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year	1,201,116	1,361,862
Miles run by freight trains during the year	1,562,643	1,989,299
Miles run by switching trains during the year	....	....
Miles run by other trains during the year	1,548,068	3,559,357
Total train mileage	4,311,827	6,910,518
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains	4.69	4.68
Average weight of passenger trains, exclusive of passengers,	....	. . ..
Average number of cars in freight trains	21.89	22.36
Average weight of freight trains, exclusive of freight	....	....
PASSENGER TRAFFIC.		
Number of through passengers carried	.. ..	... .
Number of local passengers carried	....	....
Number of special ticket passengers carried	....	....
Total number of passengers carried	1,801,007	2,042,271
Total passenger mileage, or passengers carried one mile	58,454,511	66,807,712
Average distance traveled by each passenger	32.457	31.245
Average amount received from each passenger	$ .79.483	$ .73.340
Highest rate of fare per mile for any distance	....	....
Lowest rate of fare per mile for any distance	....	....
Average rate of fare per mile for all passengers	$ 02.45	$ 02.24
FREIGHT TRAFFIC.		
Number of tons of through freight carried	....	....
Number of tons of local freight carried	....	....
Total tons of freight carried	1,831,790	2,246,279
Total mileage of through freight (tons carried one mile)	....	....
Total mileage of local freight (tons carried one mile)	....	....
Total freight mileage, or tons carried one mile	374,985,532	450,932,489
Average rate per ton per mile received for through freight	....	....
Average rate per ton per mile received for local freight	....	....
Average rate per ton per mile received for all freight	$ 01.49	$ 01.36
Average cost per ton per mile to move freight	... .	....
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road.)	....	....

MILEAGE, TRAFFIC, ETC.—*Continued.*

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south	14,157,499	18,453,205
Number of miles run by loaded freight cars west and north.......	12,108,738	23,984,473
Number of miles run by empty freight cars east and south.......	2,864,044	9,244,449
Number of miles run by empty freight cars west and north......	5,071,049	5,494,967
Total freight car mileage..................................	34,201,330	56,177,094
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..........................	16.8	33.3
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north	29.5	19.3

SPEED OF TRAINS IN DAKOTA.

AVERAGE SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, miles per hr..	20 to 28	20 to 28
Rate of speed of freight trains, including stops, miles per hr....	10 to 15	10 to 15

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	748,201	54.2	1,021,987	58.9
Flour	58,016	4.2	54,941	3.2
Provisions (beef, pork, lard, etc.)......................	5,380	.4	10,438	.6
Animals	21,126	1.5	21,138	1.2
Other agricultural products	19,889	1.5	26,283	1.5
Lumber and forest products...........................	279,710	20.3	313,873	18.1
Coal	44,295	3.2	47,325	2.7
Plaster, lime and cement	7,432	.6	9,102	.5
Salt..	6,016	.5	7,708	.5
Petroleum and oil..............	5,797	.4	8,113	.5
Iron, steel and castings	4,599	.3	12,161	.7
Stone and brick....................................	29,155	2.1	36,828	2.1
Manufactures—articles shipped from point of production...	24,706	1.8	24,238	1.4
Merchandise, and other articles not enumerated above	124,682	9.0	140,075	8.1
Total tons carried..............................	1,379,004	......	1,734,210	......

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

In answer to questions asking for statement of tonnage of articles transported within the territory of Dakota, including grain, flour, provisions (beef, pork, lard, etc,), animals, other agricultural products, lumber and forest products, coal, plaster, lime and cement, salt, petroleum and oil, iron, steel and castings, stone and brick, manufactures—articles shipped from point of production, merchandize and other articles not enumerated above, the company states that it is unable to give the information.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what condition as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

The American Express Company do a general express business; take freight from and deliver at cars.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Sleeping cars owned and run by this company; various rates according to distance, etc.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota and on what terms of service?

$38,347.49 per annum, subject to fines and deductions; usual terms of service.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota? $615

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota? None.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

Western Union Telegraph Company, 808.62 miles.

LANDS—CONGRESSIONAL GRANT.

State number of acres of land originally granted in aid of construction of your road by the United States or by the territory	3,848,000.00
State the number of acres of land your company has already received from the congressional grants	2,803,376.84
State the number of acres yet to insure to your company from congressional grants	1,044,623.16
State the average price at which these lands have been sold or contracted by the company	$6 50
State the number of acres sold for the year ending June 30, 1887	62,632.07
State the amount received from new sales for the year ending June 30, 1887	$126,157 02
State the amount unpaid on outstanding contracts	$1,398,476 73
State the gross amount received from sales, contracts, forfeited contracts, etc., for the year ending June 30, 1887	$552,985 77
State the amount expended in sale and management of lands for the year ending June 30, 1887	$153,588 53
State the amount of taxes paid on lands	Not answered
State the amount realized from the sale of lands above the expenses incurred in the management and taxes	$399,397 24

REPORT OF ACCIDENTS FOR DAKOTA—YEAR ENDING JUNE 30, 1887.

KILLED.

DATE.		NAME AND OCCUPATION.	PLACE.	CAUSE OF ACCIDENT.	CHARACTER of INJ'RY.
February 2,	1887	Peter Smith, laborer,	Near Minot.	Fell down in a well—no inquest.	Internal injuries.
February 5,	1887	Duncan Barclay, farmer,	Niagara.	Trying to board train—no inquest.	Both legs cut off.
May 27,	1887	Felix Marchant, half breed,	Minot.	Drunk; walking track—no inquest.	Cut to pieces.
May 26,	1887	A. F. Miller, engineer,	Norwich.	Engine ran off a misplaced switch.	Killed instantly.
May 26,	1887	Louis Brainard brakeman,	Norwich.	Engine ran off a misplaced switch.	Killed instantly.

Note. In the last two cases an inquest was held. The verdict exonerated the company and employes form all blame.

STATEMENT OF ACCIDENTS.—INJURED.

DATE.		NAME AND OCCUPATION.	PLACE.	CAUSE OF ACCIDENT.	CHARACTER OF INJ'RY.
August 5,	1886	Geo. Ryan, brakeman,	Everest,	Coupling,	Second finger.
September 28,	1886	C. H. Kemp, brakeman,	Norwich,	Coupling,	Left hand bruised.
November 1,	1886	A. Annis, farmer,	Fargo,	Ran into train on horseback; drunk,	Bruised.
November 5,	1886	Thomas Smith, engineer,	Seneca,	Jumped from engine,	Bruised.
December 7,	1886	P. J. Johnston, brakeman,	Michigan City,	Coupling,	Middle finger crushed.
December 15,	1886	J. C. Duval, brakeman,	Devils Lake,	Coupling,	Injury to chest.
January 15,	1887	J. M. O'Brien, brakeman,	Everest,	Coupling,	Lost two fingers.
February 16,	1887	J. W. LaMoure, brakeman,	Fargo,	Coupling,	Two fingers crushed.
January 14,	1887	Joseph Hahn, brakeman,	Everest,	Coupling,	Lost fore finger.
February 23,	1887	A. F. Benjamin, coal heaver,	Larimore,	....	Had thumb broken.
February 16,	1887	L. P. Moe, section man,	Roseville,	Was walking on track and struck by train,	Foot hurt.
March 22,	1887	Barney Neis, brakeman,	Manvel,	Coupling,	Lost fore finger.
March 12,	1887	Byron L. Culver, brakeman,	Neche,	Coupling,	Injured hand.
March 29,	1887	J. J. McGillicuddy, brakeman,	Grandin,	Coupling,	Lost two fingers.
March 30,	1887	H. P. Fisher, brakeman,	Ardock,	Coupling,	Lost fore finger.
April 11,	1887	C. F. Mark, stranger,	Minot,	Trying to board a moving train,	Lost a leg.
April 27,	1887	Frank Goite, brakeman,	Devils Lake,	Coupling,	Lost two fingers.
March 7,	1887	J. Bowen, machinist,	Minot,	Caught his hand in machinery,	Lost thumb.
May 9,	1887	Thomas Britt, watchman,	Fifteenth Siding,	Engine started up when he was under it,	Broke a leg.
May 20,	1887	William E. Savage, brakeman,	Minot,	Coupling,	Left hand crushed.
April 28,	1887	George Jessup, farmer,	Rugby Jct.	Trying to board a moving train,	One foot crushed.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
Derailments	......	2	......	......	......	......
Collisions	......	......	......	......	......	......
Caught in frogs, guard rails or switches	......	......	......	......	......	......
Coupling cars	......	......	......	......	14	......
Falling from trains	......	......	......	......	......	......
Getting on and off trains	......	......	1	......	1	2
Highway crossings	......	......	......	......	......	......
Miscellaneous	......	......	1	......	3	1
Overhead obstructions	......	......	......	......	......	......
Stealing rides	......	......	......	......	......	......
While intoxicated	......	......	......	......	......	......
Tresspassers on track	......	......	1	......	......	......
Total	......	2	3	......	18	3

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons killed during the year	5
Number of persons injured during the year	21
Number of casualties purely accidental during the year	4
Number resulting from lack of caution, carelessness or misconduct	15
Number of persons killed while intoxicated	2
Number of persons injured while intoxicated	1
Number of trespassers on track killed	1
Number of trespassers on track injured	3
Number of tramps or others stealing rides killed or injured	0
Suicides in Dakota	0

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, J. J. Hill, St. Paul; *Vice President*, John S. Kennedy, New York; *Secretary*, Edward Sawyer, St. Paul; *Treasurer*, Edward Sawyer, St. Paul; *General Manager*, A. Manvel, St. Paul; *Assistant General Manager*, H. C. Ives, St. Paul; *General Superintendent*, John M. Egan, St. Paul; *Assistant General Superintendent*, E. B. Wakeman, St. Paul; *Division Superintendents*, J. B. Rice, St. Paul, J. A. Mayer, Minneapolis, A. Guthrie, Barnesville, C. H. Jenks, Larimore, C.

Shields, Minot; *Chief Engineer*, N. D. Miller, St. Paul; *Auditor*, S. S. Breed, St. Paul; *General Traffic Manager*, W. S. Alexander, St. Paul; *General Passenger Agent*, C. H. Warren, St. Paul; *General Freight Agent*, A. L. Mohler, St. Paul; *General Solicitor*, Wm. E. Smith, St. Paul.

DIRECTORS.

J. J. Hill, St. Paul; George Stephen, Montreal; Donald A. Smith, Montreal; John S. Kennedy, New York; Samuel Thorne, New York; D. Willis James, New York; Henry D. Minot, St. Paul.

Date of annual meeting of stockholders, third Thursday in August.

Fiscal year of company ends June 30th.

General offices of the company are located at St. Paul, Minnesota.

STATE OF MINNESOTA, } ss.
COUNTY OF RAMSEY. }

A. Manvel, general manager, and E. Sawyer, secretary of the St. Paul, Minneapolis & Manitoba Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1887, to the best of their knowledge and belief.

[Signed] A. MANVEL,
General Manager.
E. SAWYER,
Secretary.

Subscribed and sworn to before me this 5th day of November, A. D. 1887.
[SEAL.] E. T. STEVENSON, Notary Public,
Ramsey County, Minnesota.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association Amount authorized by vote of the company	....	Not fixed.
Amount of common stock issued	....	$ 52,575,365 97
Amount of preferred stock issued, and conditions of preferment..	....	22,325,454 56
Total amount paid in, as per books of the company, including stock of proprietary lines	$ 74,939,320 53	$ 74,900,820 53

Amount of stock per mile of road	$ 18,262 48
Amount of stock representing the road in Dakota, (proportional)	12,796,805 19
Amount of stock held in Dakota	Nothing
Total number of stockholders	2,799
Number of stockholders in Dakota	None

FUNDED DEBT.

NAME OF BOND.	ISSUED.	DUE.	INTEREST.		AMOUNT.
			RATE.	PAYABLE.	
Preferred Sinking Fund	July 1, 1859	Past due	7 per cent.		$ 1,500
General First Mortgage	July 1, 1859	Past due	7 per cent.		500
Beloit & Madison	Jan. 1, 1863	Jan. 1, 1888	7 per cent.	Jan. 1st and July 1st	91,000
Peninsula R. R	July 1, 1863	Sept 1, 1898	7 per cent.	Mar. 1st and Sept. 1st	152,000
Consolidated Sinking Fund	Jan. 16, 1865	Feb. 1, 1915	7 per cent.	Feb. 1st & May 1st Aug. 1st & Nov. 1st	12,655,000
Chicago & Milwaukee Ry	July 1, 1863	July 1, 1898	7 per cent.	Jan. 1st and July 1st	1,700,000
Milwaukee & Madison Ry	Sept. 1, 1880	Sept. 1, 1905	6 per cent.	Mar. 1st and Sept. 1st	1,600,000
Chicago & Tomah	Sept. 1, 1880	Nov. 1, 1905	6 per cent.	May 1st and Nov. 1st	1,528,000
Chicago, Milwaukee & Northwestern Ry	May 1, 1882	Nov. 1, 1905	6 per cent.	May 1st and Nov. 1st	750,000
Northwest Union Ry.	June 1, 1872	June 1, 1917	7 per cent.	Mar. 1st and Sept. 1st	3,500,000
Madison Extension Ry	April 1, 1871	April 1, 1911	7 per cent.	April 1st and Oct. 1st	3,150,000
Menominee Extension	June 1, 1871	June 1, 1911	7 per cent.	June 1st and Dec. 1st	2,700,000
General Consolidated Gold	Nov. 30, 1872	Dec. 1, 1902	7 per cent.	June 1st and Dec. 1st	12,343,000
Minominee River R. R.	July 1, 1876,	July 1, 1906	7 per cent.	Jan. 1st and July 1st	400,000
Menominee River Extension	Jan. 1, 1880	July 1, 1906	7 per cent.	Jan. 1st and July 1st	160,000
Escanaba & Lake Superior Ry	July 1, 1881	July 1, 1901	6 per cent.	Jan. 1st and July 1st	720,000
Consolidated Sinking Fund of 1879	Oct. 1, 1879	Oct. 1, 1929	6 per cent.	April 1st and Oct 1st	6,305,000
Consolidated Sinking Fund of 1879	Oct. 1, 1879	Oct. 1, 1929	5 per cent.	April 1st and Oct 1st	8,155,000
Sinking Fund Debentures of 1933	May 1, 1883	May 1, 1933	5 per cent.	May 1st and Nov. 1st	10,000,000
Debentures of 1909	July 1, 1884	Nov. 1, 1909	5 per cent.	May 1st and Nov. 1st	4,000,000

FUNDED DEBT—*Continued.*

NAME OF BOND.	ISSUED.	DUE.	INTEREST.		AMOUNT.
			RATE.	PAYABLE.	
Chicago, Iowa & Nebraska	Aug. 15, 1862	Aug. 15, 1892	7 per cent.	Feb. 15th & Aug. 15th	$ 129,000
C. R. & M. R., First Division	Aug. 1, 1861	Aug. 1, 1891	7 per cent.	Feb. 1st & Aug. 1st	700,000
C. R. & M. R., Second Division	Aug. 1, 1863	Aug. 1, 1894	7 per cent.	Feb. 1st & Aug. 1st	582,000
C. R. & M. R., Third Division	May 1, 1866	May 1, 1916	7 per cent.	May 1st and Nov. 1st	2,332,000
C. R. & M. R., 7 per cent. Mortgage	June 1, 1884	July 1, 1909	7 per cent.	June 1st and Dec. 1st	769,000
Maple River R. R	July 1, 1877	July 1, 1897	7 per cent.	Jan. 1st and July 1st.	402,500
W. & St. P. R. R. First Mortgage	April 10, 1867	Past due	7 per cent.	....	2,000
W. & S. P. R. R., Second Mortgage	Nov. 1, 1867	Nov. 1, 1907	7 per cent.	May 1st and Nov. 1st	1,592,000
W. & St. P. R. R. Extension, Gold	Dec. 1, 1871	Dec. 1, 1916	7 per cent.	June 1st and Dec. 1st	4,253,000
Minn. Valley Ry	Oct. 1, 1878	Oct. 1, 1908	7 per cent.	April 1st and Oct. 1st	150,000
Roch. & No. Minn. Ry	Sept. 1, 1878	Sept. 1, 1908	7 per cent.	March 1st & Sept. 1st	200,000
Plainview R. R	Sept. 1, 1878	Sept. 1, 1908	7 per cent.	March 1st & Sept. 1st	100,000
Dakota Central Ry (W. & St. P. Con.)	May 1, 1882	Sept. 1, 1907	6 per cent.	March 1st & Sept. 1st	1,065,000
Dakota Central Ry (Southeast Division)	Nov. 1, 1882	Nov. 1, 1907	6 per cent.	May 1st and Nov. 1st	2,000,000
Iowa Mid. Ry	Aug. 1, 1870	Oct. 1, 1900	8 per cent.	April 1st and Oct. 1st	1,350,000
Ott. C. F. & St. P. Ry	March 1, 1884	March 1, 1909	5 per cent.	March 1st & Sept. 1st	1,600,000
Des. M. & M. R. R	Feb. 1, 1882	Feb. 1, 1907	7 per cent.	Feb. 1st and Aug. 1st	600,000
North Ill. Ry. Co	April 1, 1885	March 1, 1910	5 per cent.	March 1st & Sept. 1st	1,500,000
C. & N. W. Ry. Extension of 1886	April 15, 1886	Aug. 15, 1926	4 per cent.	Feb. 15 and Aug. 15	9,397,000
Total	....	....	....	....	$ 98,634,500

DEBT—*Continued.*

DEBT.	Last Year.	Present Year.
Total amount of funded debt	$ 90,511,500 00	$ 98,634,500 00
FLOATING DEBT.		
Total amount of floating debt		$ 4,418,493 61
Contingent liability as guarantor of bonds and debts of other roads		
F. E. & M. V. R. R. Bonds.		7,725,000 00
Mo. Valley & Blair Ry. and Bridge Company Bonds		1,053,000 00
S. C. & P. R. R., First Mortgage		1,628,000 00
Total amount of debt liabilities	$ 94,359,605 45	$103,052,993 61
Amount of debt per mile of road		25,126 60
Amount of debt representing the road in Dakota		17,606,603 96
Total amount of stock and debt	$169,289,925 98	177,953,814 14
Amount of stock and debt per mile of road	42,872 21	43,389 08
Amount of interest paid representing the road in Dakota, proportionate	844,258 59	869,053 01

COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately).	Last Year.	Present Year.
Grading		Cannot be Separated.
Bridging and masonry		
Superstructure, including rails		
Land, land damages and fences		
Passenger and freight stations, coal sheds and water stations		
Engine houses, car sheds and turn-tables		
Machine shops, including machinery and tools		
Interest paid during construction, discounts, etc		
Engineering, agencies, salaries and other expenses during construction		
All other items charged to construction not enumerated above		
Double track		
Total expended for construction		$130,140,101 66
Average cost of construction per mile of road (4,101.35 miles)		31,731 04
Proportion of cost of construction for Dakota		22,234,436 37
Locomotives		Cannot be Separated.
Snow plows on wheels		
Passenger, mail, baggage and express cars		
Parlor, dining and sleeping cars		
Freight and other cars		
Wrecking cars, pile-drivers and tools		
Total for equipment		$ 24,801,480 25
Average cost of equipment per mile of road operated by company, 4,101.35 miles		6,047 15
Proportion of cost of equipment for Dakota		4,237,332 90
Total cost of road and equipment	$163,901,901 30	$154,941,581 91
Average cost of road and equipment per mile, 4,101.35 miles	41,507 71	$ 37,778 19
Proportion of cost of road and equipment for Dakota	25,122,956 55	26,471,769 27
Average proportional cost of road and equipment per mile in Dakota, 700.71 miles	41,507 71	37,778 19
Estimated present cash value of all your property in the territory, not including land grant		5,000,000 00

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

		Last Year.	Present Year.
Grading and masonry			$ 718,876 46
Side tracks			364,417 23
Bridging			263,554 19
Fences, road crossings, etc			76,246 25
Superstructure, including rails			1,186,470 82
Land and land damages			95,177 21
Passenger and freight stations, coal sheds and water stations			402,135 20
Engine houses, car sheds, and turn-tables			
Machine shops, including machinery and tools			
Telegraph			602 63
Engineering, agencies, salaries and other expenses during construction			47,597 52
Lands purchased account Western Town Lot Company			82,629 44
Purchase of other roads (specifying the same) and all particulars,			
Extension to LaCrosse, Wis			47,111 68
Extension to Mitchell Iron Mine, Mich			10,759 54
Extension to Dunn Iron Mine, Mich			28,422 56
Double track extension			140,565 85
Total for construction			$ 3,464,566 87
EQUIPMENT.			
Locomotives	32		$ 259,935 10
Passenger, mail, baggage and express cars	13		48,765 43
Freight and other cars	1,492		633,149 48
Wrecking-cars, pile-drivers and tools	3		18,269 16
Total for equipment			960,119 17
Total expenditures charged to property account			$ 4,424,686 04
Discounts on securities, etc			$ 457,005 43
Income credited to "Cost of Property," viz:			
Railroad income $10,000,000 00			12,928,000 00
Land income 2,928,000 00			
Net reduction in property account for the year			8,960,319 39

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From all passengers		$ 5,830,755 11
From express		381,881 12
From mails		486,554 23
Total earnings, passenger department		$ 6,699,190 46
Earnings per train mile run 6,363,525 miles		1 05.27
EARNINGS, FREIGHT.		
Total earnings, freight department		19,361,143 03
Earnings per train mile run 12,782,776 miles		$ 1 51.46
Total transportation earnings		$ 26,060,333 49
Transportation earnings per train mile run, from all trains earning revenue, 19,146,301 miles		1 36.1
Transportation earnings per mile of road operated, 4,049.97 average miles		6,434 70
Proportion of earnings for Dakota		4,323,410 58
Miscellaneous earnings		308,751 62
Total earnings from all sources		$ 26,369,085 11
Proportion of earnings for Dakota		4,374,628 75

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES.)

CLASS 1.	Last Year.	Present Year.
Repairs of road-bed and track		$ 1,794,042 07
Number tons rails laid, steel 19,332.1313		235,420 45
Number tons rails laid, iron 10,332.1896		
Renewal of ties		348,911 74
Number ties laid 981,091		
Repairs of bridges, including culverts and cattle guards		306,584 09
Repairs of fences, road crossings and signs		164,185 47
Repairs of buildings, sections and water tanks		366,495 16
Total		$ 3,215,638 98
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of Locomotives		$ 966,221 62
Repairs of passenger cars		339,617 10
Repairs of freight cars		899,538 99
Total		$ 2,205,377 71
CLASS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotives		$ 1,621,839 83
Water supply		102,535 45
Oil and waste		218,429 11
Locomotive service		1,780,598 20
Passenger train service		345,937 35
Passenger rain supplies		72,183 39
Mileage of passenger cars (debit balance)		8,753 50
Freight train service		900,545 51
Freight train supplies		22,291 95
Mileage of freight cars (debit balance)		60,524 81
Telegraph expenses (maintenance and operating)		367,023 27
Damage and loss of freight and baggage		49,499 76
Damages to property and cattle		42,228 12
Personal injuries		159,850 73
Agents and station service		2,258,797 29
Station supplies		83,874 53
Total		$ 8,094,912 95

EXPENSES OF OPERATING, ETC.—*Continued.*

CLASS 4—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks	....	$ 191,631 35
Legal expenses	....	61,727 90
Insurance	....	3,682 26
Stationery and printing Outside agencies and advertising	....	435,801 07
Contingencies	....	199,100 54
Taxes in Dakota ... $ 29,851 71 Taxes in other States ... $688,256 27 Total Taxes.	....	718,107 98
Total	....	$ 1,610,051 10

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and buildings	....	$ 3,215,638 98
Maintenance of motive power and cars	....	2,205,377 71
Conducting transportation	....	8,094,912 95
General expenses, including taxes	....	1,610,051 10
Total operating expenses and taxes	....	$ 15,125,980 74
Operating expenses and taxes per mile of road operated, 4,049.97 average miles	....	3,734 84
Operating expenses and taxes per train mile run for trains earning revenue, 19,146,301 miles	....	79 02
Proportion of operating expenses and taxes for Dakota	....	2,509,401 65
Expenses of running and management of passenger trains, about	....	3,328,824 03
Expenses of running and management of passenger trains per train mile	....	52.31
Expenses of running and management of freight trains about	....	11,797,156 71
Expenses of running and management of freight trains per train mile	....	92.28
Expenses of running and management of all trains earning revenue	....	15,125,980 74
Percentage of expenses and taxes to earnings	....	57.36

GENERAL EXHIBIT.

	Last Year.	Present Year.
Total earnings	....	$ 26,369,085 11
Total expenses, including taxes	....	15,125,980 74
Net earnings	....	11,243,104 37
Interest accruing during the year	....	5,125,546 38
Interest paid during the year	....	5,086,643 30
Interest paid during the year on account of the road in Dakota..	....	869,053 01
Interest on funded debt	....	5,125,546 38
Interest paid on funded debt	....	5,086,643 30
Dividends declared, 7 per cent. preferred ....$1,562,610 00 Dividends declared, 6 per cent. common.......... 1,881,894 00	....	3,444,504 00
*Floating debt liquidated during the year	....	
Balance for the year	....	$ 2,615,053 99
Balance at commencement of the year	....	11,494,099 66
Balance	....	$ 14,109,153 65
Deduct entries made during the year, not included above, viz:		
Amount transferred to "Cost of Road" on account of net income expended ror construction purposes at various times since the opening of the road, and not capitalized $10,000,000 00		
Amount charged to income account to cover balance of interest on bonds accrued June 1, 1886, but not charged on that date........... 762,059 58	....	10,762,059 58
Balance carried forward to next year	....	$ 3,347,094 07

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* This company carries no floating debt from year to year.

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings	....	$ 26,369,085 11
Income from stock owned of connecting or other roads	....	15,125,980 74
*Income from lands sold or leased during the year	....	....
Total income from all sources for the year	....	$ 26,369,085 11
Proportion of income for Dakota $	....	$ 4,374,628 75

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* Is not credited to income.

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income	....	$ 26,369,085 11
Total operating expenses and taxes	....	15,125,980 74
Net income above operating expenses and taxes	....	11,243,104 37
Net income above operating expenses, taxes, interest, sinking fund and rental	....	6,659,557 99
Gross income per train mile run, 19,146,301 miles	....	1 37.7
Net income per train mile run, 19,146,301 miles	....	58.7
Percentage of net income to stock and debt	....	06.32
Percentage of net income to cost of road and equipment	....	07.26

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year	$ 10,026,032 08	$ 11,494,099 66
Surplus at the close of the year	11,494,099 66	3,347,094 07
The amount of its own stock or bonds owned by the company, proprietary	....	123,295 00
Amount absorbed in construction	....	1,022,699 48
Amount in material and balances from other roads, and including earnings in course of collection, etc	....	2,201,099 59

GENERAL BALANCE SHEET.

DR.

Construction account	$	130,140,101 66
Equipment account		24,801,480 25
Bonds owned by the company		7,140,000 00
Cost of securities		12,623,454 90
Cash		2,541,104 46
Bills receivable		117,063 87
Due from agents and companies		1,559,373 37
Material and supplies		2,891,675 06
Total	$	181,814,253 57

GENERAL BALANCE SHEET.

CR.

Capital stock,	C. & N. W. Ry. stock	$63,700,320 53		
	Proprietary Co's stock	11,200,500 00	$	74,900,820 53
Funded debt				98,634,500 00
Interest accrued				1,487,885 38
Dividends unpaid				53,929 00
Notes payable				125,000 00
Vouchers and accounts				2,751,679 23
Other liabilities				513,345 36
Income account				3,347,094 07
Total			$	181,814,253 57

MILEAGE OF COMPLETED ROADS. Lines Chartered as or Consolidated with C. & N. W. Ry.

FROM.	TO.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Chicago	Council Bluffs	491.00	137.88	353.12	...	...	...	...
Chicago	Freeport	121.00	121.00	...	...	...	...	...
Geneva	Aurora	9.40	9.40	...	...	...	...	...
Geneva	St. Charles	2.40	2.40	...	...	...	...	...
Elgin	Lake Geneva	45.04	35.82	...	9.22	...	...	...
South Branch Jct	River (Chicago)	4.50	4.50	...	...	...	...	...
Clinton	Anamosa Quarry	73.57	...	73.57	...	...	...	...
Stanwood	Tipton	8.50	...	8.50	...	...	...	...
Des Moines	S. & N. W. Crossing	57.34	...	57.34	...	...	...	...
Belle Plaine	Muchakinock	64.00	...	64.00	...	...	...	...
Maple River Jct	Ottawa	80.85	...	80.85	...	...	...	...
Wall Lake	Kingsley	70.87	...	70.87	...	...	...	...
Carroll	Kirkman	34.81	...	34.81	...	...	...	...
Manning	Audubon	17.00	...	17.00	...	...	...	...
Chicago	Fort Howard	242.20	69.73	...	172.47	...	...	...
Appleton	Water Power Extension	3.63	...	...	3.03	...	...	...
Kenosha	Rockford	72.10	44.03	...	28.07	...	...	...
Chicago	Montrose	5.20	5.20	...	...	...	...	...
Chicago	Milwaukee	85.00	44.60	...	40.40	...	...	...
Milwaukee	Fond du Lac	62.63	...	...	62.63	...	...	...
Sheboygan	Princeton	78.40	...	...	78.40	...	...	...

MILEAGE OF COMPLETED ROADS. Lines Chartered as or Consolidated with C. & N. W. Ry.

From.	To.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Milwaukee	Montfort	140.88			140.88			
Montfort	Galena	46.34	10.30		34.04			
Montford	Woodman	30.50			30.50			
Platteville Jct	Platteville	4.00			4.00			
Lancaster Jct	Lancaster	12.04			12.04			
Janesville	Afton	6.10			6.10			
Belvidere	Winona	227.00	21.00		205.87		13	
Winona Jct	La Crosse	3.96			3.96			
Trempeleau	Galesville	6.71			6.71			
Evansvile	Janesville	16.10			16.10			
Fort Howard	Ishpeming	182.10			49.45	132.65		
Powers	Crystal Falls	58.77			13.73	45.04		
Iron River Jct	Stambaugh	19.50				19.50		
Narcuta	Metropolitan	34.86				34.86		
Branches to Mines								
Off Main Line		40.85				40.85		
Off E. & L. S.		8.44				8.44		
Off M. R. R.		32.91			4.71	28.20		
Total, June 30, 1887		2,500.50	505.86	760.06	924.91	309.54	.13	

MILES OF COMPLETED ROAD—PROPRIETARY LINES.

From.	To.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Northern Illinois Railway		77.00						
Belvidere	Spring Valley		77.00					
Sycamore & Cortland R. R.		4.64						
Sycamore	Cortland		4.64					
Princeton & Western Ry		16.06						
Valley Jct	Necedah				16.06			
Toledo & Northwestern Ry		385.19						
Tama	Elmore			164.56				
Jewell Jct	D. M. & M. Conn			1.75				
Jewell Jct	Wall Lake Jct			73.68				
Eagle Grove	Hawarden			145.20				
Iowa Ry., Coal & Mfg. Co		3.25						
Boone to Coal Banks	Coal Banks			3.25				
Winona & St. Peter R. R		448.48						
Winona	Watertown						288.50	34.48
Mankato Jct	Mankato						3.75	
Sleepy Eye	Redwood Falls						24.40	
Rochester	Zumbrota						24.48	
Eyota	Plainview						15.01	
Eyota	Chatfield						11.46	
Tracy	Dakota Line						46.40	

MILES OF COMPLETED ROAD—PROPRIETARY LINES—*Continued.*

From	To	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Dakota Central Railway	....	666.23	....	....	....	....	....	....
Minnesota St. Line	Pierre	....	....	....	....	....	....	209.11
James Valley Jct	Oakes	....	....	....	....	....	....	131.48
Watertown	Redfield	....	....	....	....	....	....	71.00
Watertown Jct	Watertown	....	....	....	....	....	....	43.83
Iroquois	Hawarden (St. Line)	....	....	....	....	....	....	125.49
Centerville	Yankton	....	....	....	....	....	....	28.40
Redfield	Faulkton	....	....	....	....	....	....	32.54
Doland	Verdon	....	....	....	....	....	....	24.38
Total		1,600.85	81.64	388.44	16.06	....	414.00	700.71

RECAPITULATION.

	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota
C. & N. W. Ry (Chartered or Consolidated)	2,500.50	505.86	760.06	924.91	309.54	.13	....
Proprietary Lines	16,85.85	81.64	388.44	16.06	....	414.00	700.71
Total miles	4,101.35	587.50	1,148.50	940.97	309.54	414.13	700.71

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Total length of road belonging to this company		2,500.50
Total length of steel rails in tracks in Dakota, operated by company, exclusive of sidings		573.28
Total length of iron rails in tracks in Dakota, operated by company, exclusive of sidings		127.43
Weights per yard, steel 50 lbs to 65 lbs		
Weights per yard, iron 50 lbs to 60 lbs		
Guage of track, 16 miles 3 feet		
Guage of track, 4,085.35 4 ft. 8½ in		
Total length of above roads		1,600.85
Total length of above roads in Dakota		700.71
Total length of above roads in other states, (specifying each)		
Illinois 81.64		
Wisconsin 16.06		
Iowa 388.44		
Minnesota 414.00		1,212.41
If any part of the road was first opened for operation during the past year, state the date. (See following table.)		
Total miles of road operated by this company		4,101.35
Total miles of road operated by this company in Dakota		700.71

TERMINI.		Miles.	When Opened.
From.	To.		
Columbia	Oakes	38.53	September 20, 1886
Extension	Mitchell Find	1.05	October 4, 1886
Redfield	Faulkton	32.54	October 25, 1886
Winona Jct	LaCrosse	3.96	November 1, 1886
Mapleton	Onawa	20.70	November 15, 1886
Lake City	Wall Lake Jct.	15.38	November 15, 1886
Doland	Verdon	24.38	December 1, 1886
Janesville	Evansvile	16.10	December 20, 1886
Total miles		152.64	

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	....	484
Number of stations on all roads operated by this company	....	677
Same in Dakota	....	72
Number of telegraph offices in stations in Dakota	....	71

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company	....	16,915
Same in Dakota	....	1,115
Amount paid employes, including officials, on all roads operated by this company	....	$ 10,286,525 12
Same in Dakota	....	678,932 50

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges over 100 feet in length	......	....	3	333
Combination bridges over 100 feet in length	......	....	4	576
Iron bridges over 100 feet in length	.....	....	1	240
Wooden trestle and pile	......	....	738	48,372
BOX CULVERTS IN DAKOTA.				
Timber	......	....	231	....
Stone	......	....	2	....
CATTLE-GUARDS.				
Number in Dakota	......	....	49	....
RENEWAL OF BRIDGES AND CULVERTS IN DAKOTA.				
Amount of timber used in renewals of wooden bridges during the year (feet B. M.)	......	....	......	90,738

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

LOCATION.	Kind.	Material.	When Built	Length, ft.
North of Columbia................4 bridges	Pine Bent,	Wood,	1886	240
North of Houghton ....3 "	"	"	1886	112
North of Hecla....................1 "	"	"	1886	48
North of Ludden................ 6 "	"	"	1886	240
West of Redfield.................9 "	"	"	1886	400
West of Zell.....................6 "	"	"	1886	256
West of Rockham................ "	"	"	1886	336
West of Mirando ....8 "	"	"	1886	416
Total................................	....	....	....	2,048

Give the average number of years the trestle and pile bridges last on your road in Dakota. About nine years.

Give the average number of years that wooden truss bridges last on your road in Dakota. About nine years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota about	....	81
Average length of sections..	....	8
Average number of men in each section gang	....	3.7
Number of new ties laid in track during the year in Dakota	....	14,891
Average number of new ties per mile of road about	....	21
New rails laid in track during the year in Dakota, steel, 401.2090 tons, miles about	....	4
Total track laid with new rails during the year in Dakota, miles about	....	4

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Burlington, Cedar Rapids & Northern R. R. at Elkton.
Chicago, Milwaukee & St. Paul Ry. at Lake Preston.
" " " at Wolsey.
" " " at Redfield, (two crossings.)
" " " at Aberdeen, (two crossings.)
St. Paul, Minneapolis & Manitoba Ry. at Aberdeen.
" " " at Ludden.
Chicago, Milwaukee & St. Paul Ry. at Faulkton.
" " " at Vilas.
C. St. P. M. & O. R. R. at Salem.

What railroads cross your road, either over or under, and at what locality?

Chicago, Milwaukee & St. Paul Ry. at Parker, over.

Number of highway crossings at grade	618
Number of highway crossings under railroad	4

FENCING IN DAKOTA.

Wire fence	89.30
Snow	48.96
Total	138.26

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owned.	Total.
Number of locomotives	....	735	735
Number of passenger cars	....	296	296
Number of baggage, mail and express cars	....	138	138
Number of parlor and sleeping cars	....	11	11
Number of dining cars	....	9	9
Number of box freight cars	....	12,566	12,566
Number of stock cars	....	1,914	1,914
Number of platform and coal cars	....	3,647	3,647
Number of other cars	....	4,835	4,835
Total number of cars	....	23,416	23,416

Maximum weight of locomotives and tenders, 75 tons.
Average weight of locomotives and tenders, 50 tons.
Number of locomotives equipped with train brake, 446.
Kind of brake, Westinghouse air brake.
Maximum weight of passenger cars, 28½ tons.
Average weight of passenger cars, 24 tons.
Number of passenger cars equipped with train brake, 517.
Kind of brake, Westinghouse air brake.
Number of passenger cars equipped with Miller platform and buffer, 516.
The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by engine of given weight. Weight of engine 29 tons, 214¼ tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year	....	6,363,525
Miles run by freight trains during the year	....	12,782,776
Miles run by switching trains during the year	....	5,512,362
Total train mileage	....	25,639,827
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains	....	4.42
Average weight of passenger trains, exclusive of passengers, tons, about	....	110 50
Average number of cars in freight trains	....	20.03
Average weight of freight trains exclusive of freight, tons, about	....	220.00
PASSENGER TRAFFIC.		
Total number of passengers carried	....	9,799,138
Total passenger mileage, or passengers carried one mile	....	254,581,147
Average distance traveled by each passenger, miles	....	26
Average amount received from each passenger	....	$ .60
Highest rate of fare per mile for any distance	....	$ .04
Lowest rate of fare per mile for any distance	....	$ .01
Average rate of fare per mile for all passengers	....	$ .0229
FREIGHT TRAFFIC.		
Total tons of freight carried	....	9,844,534
Total freight mileage, or tons carried one mile	....	1,763,628,377
Average rate per ton per mile received for all freight	....	$ .0110
Average cost per ton per mile to move freight	....	No data.
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road.)	....	No data.
CAR MILEAGE.		
Number of miles run by loaded freight cars east and south	....	94,096,894
Number of miles run by loaded freight cars west and north	....	96,836,247
Number of miles run by empty freight cars east and south	....	33,274,313
Number of miles run by empty freight cars west and north	....	31,773,144
Total freight car mileage	....	255,980,598
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south	....	26.12
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north	....	24.70

SPEED OF TRAINS IN DAKOTA.

AVERAGE SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, miles per hr..	....	23
Rate of speed of freight trains, including stops, miles per hr....	....	15

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	....	......	1,280,184	13.00
Flour	....	......	218,216	2.22
Provisions (beef, pork, lard, etc.)	....	......	102,450	1.04
Animals	....	......	418,098	4.25
Other agricultural products	....	......	333,658	3.39
Lumber and forest products	....	......	1,170,657	11.89
Coal	....	......	1,489,059	15.13
Plaster, lime and cement	....	......	91,196	.93
Salt	....	......	56,377	.57
Petroleum and oil	....	......	73,281	.74
Iron, steel and castings	....	......	494,856	5.03
Stone and brick	....	......	254,146	2.58
Manufactures—articles shipped from point of production	....	......	385,769	3.92
Merchandise, and other articles not enumerated above	....	......	3,476,587	35.31
Total tons carried	....	......	9,844,534	100 00

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	....	......	185,385	35.70
Flour	....	......	11,246	2.17
Provisions (beef, pork, lard, etc.)	....	......	1,941	.37
Animals	....	......	9,931	1.91
Other agricultural products	....	......	40,937	7.89
Lumber and forest products	....	......	65,296	12.57
Coal	....	......	91,212	17.56
Plaster, lime and cement	....	......	3,474	.67
Salt	....	......	2,289	.44
Petroleum and oil	....	......	4,859	.94
Iron, steel and castings	....	......	10,822	2.08
Stone and brick	....	......	5,842	1.13
Manufactures—articles shipped from point of production	....	......	11,328	2.18
Merchandise and other articles not enumerated above	....	......	74,718	14.39
Total tons carried	....	......	519,280	100.00

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

American Express Company and United States Express Company; rates are various; express companies have no care of machinery or repairs; they do a miscellaneous business, restricted to articles properly belonging to the express business; they deliver their freight to this company's cars.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

Sleeping cars are run and owned by the Wagner Palace Car Company, which makes and collects the charges therein. Dining cars are run and owned by this company, on which the charges are 75 cents per meal. Parlor cars are run and owned by this company, on which the charges are from 10 cents upward, according to the distance traveled.

What is the total amount paid by your company to palace or sleeping car companies, to what companies and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

ADDITIONAL QUESTIONS—*Continued.*

New York Central Sleeping Car Company (now Wagner Palace Car Company); $17,230.68, for cars in addition to regular supply.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota and on what terms of service?

Compensation for mail service is not permanently fixed. Service is ordered "subject to the rules and regulations of the department," and amount paid is dependent upon the weight of mail carried over each route.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

Service performed by employes and not separated from other service.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

None exclusively.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

The Western Union Telegraph Company own or control telegraph line along all this company's road.

LANDS—CONGRESSIONAL GRANT.

LANDS GRANTED IN AID OF W. & ST. P. R. R. CO.

State number of acres of land originally granted in aid of construction of your road by the United States or by the territory	Grant not fully adjusted
State the number of acres of land your company has already received from the congressional grants	1,754,595.82½
State the number of acres yet to insure to your company from congressional grants	Grant not fully adjusted
State the average price at which these lands have been sold or contracted by the company during the year	$7 69
State the number of acres sold during the year	21,216.37
State the amount received from sales from all sources during the year	$262,061 60
State the amount unpaid on outstanding contracts	$851,155 75
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1887	$3,252,433 97
State the amount expended in sale and management of lands during the year	$38,926 61
State the amount of taxes paid on lands	$324 35
State the amount realized from the sale of lands above the expenses incurred in the management and taxes during the year	$222,810 73

REPORT OF ACCIDENTS FOR DAKOTA—YEAR ENDING JUNE 30, 1887.

KILLED.

DATE.		NAME AND OCCUPATION.	PLACE	CAUSE OF ACCIDENT.	CHARACTER of INJ'RY.
August 1,	1886	James Hill, brakeman,	DeSmet.	Walking on train; caught foot.	Fatal.
December 4,	1886	T. L. Roger, section foreman.	Gary.	Pushing hand car; struck.	Fatal.
May 24,	1887	H. Reeve, stealing a ride.	Salem.	Lumber in car crushed him.	Fatal.
June 4,	1887	H. G. McGraw, section foreman	Volin Siding	Fell off hand car	Fatal.

STATEMENT OF ACCIDENTS.—INJURED.

DATE.	NAME AND OCCUPATION.	PLACE.	CAUSE OF ACCIDENT.	CHARACTER OF INJ'RY.
July 16, 1886	Ed. Gaff, cableman,	Altamount,	Coupling,	Finger amputated.
August 5, 1886	Arba Stearns,	Arlington,	Stealing a ride; fell,	Left leg crushed.
August 28, 1886	A. Anderson, brakeman,	Redfield,	Coupling,	Left thumb amputated.
August 31, 1886	W. P. Renslow, brakeman,	Iroquois,	Coupling,	Finger split.
September 24, 1886	L. F. Lord, elevator man,	Parker,	Coupling as volunteer,	3 fingers amputated.
September 30, 1886	Jas. McNally, fireman,	Huron,	Coupling engine to excavator,	Finger lacerated.
October 9, 1886	A. Phillips, brakeman,	Carthage,	Coupling,	Finger amputated.
October 20, 1886	John Higgins, brakeman,	Oakes,	Coupling,	....
October 26, 1886	M. McKeever, brakeman,	Aurora,	Coupling,	... .
October 30, 1886	J. E. Phillips, conductor,	Iroquois,	Knocked off side of car,	Arm bruised.
November 4, 1886	A. Reese, laborer,	Faulkton,	Collision of hand car and box car,	Leg broken.
November 24, 1886	C. L. Whitaker,	Miranda,	Getting off train,	Ankle sprained.
December 4, 1886	A. Donaldson, section man,	Gary,	Was pushing car, struck,	Both legs broken.
December 4, 1886	Julius Stevens, section man,	Gary,	Was pushing car, struck,	Right leg broken.
December 15, 1886	W. W. Veall, switchman,	Huron,	Coupling cabooses,	Fingers bruised.
January 19, 1887	Jacob Winn, brakeman,	Broadland,	Was walking on track,	Left collar bone broken
January 1887	Frank Bryan, postal clerk,	Altamout,	Car derailed,	Slight scalp wound.
February 17, 1887	M. A. Schmitt, conductor,	Arlington,	Ladder fell on his head,	Head bruised.
February 23, 1887	John Higgins, brakeman,	Watertown,	Coupling engine to car,	Finger bruised.
March 11, 1887	Peter Nagle, snow shoveler,	Gary	Struck by snow plow,	Rib broken.
March 12, 1887	Ed. Kelley, snow shoveler,	Brookings,	Coupling,	Three fingers crushed.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
Derailments	......	.....	.....	.....	.....	1
Collisions	......	1	1	.....	3	......
Coupling cars	......	......	......	.....	10	1
Falling from trains	....	2	......	......	......	......
Getting on and off trains	......	......	.....	......	1	......
Miscellaneous	......	......	1	......	4	.. .
Stealing rides	......	.....	......	......	......	1
Total	......	3	1	......	18	3

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons killed during the year	4
Number of persons injured during the year	21
Number of casualties purely accidental during the entire year	2
Number resulting from lack of caution, carelessness or misconduct	23
Number of tramps or others stealing rides killed or injured	1

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, M. Hughitt, Chicago, Ill.; *Vice-President*, M. L. Sykes, New York, N. Y.; *Secretary*, M. L. Sykes, New York, N. Y.; *Treasurer*, M. L. Sykes, New York, N. Y.; *General Manager*, M. Hughitt, Chicago, Ill.; *General Superintendent*, C. C. Wheeler, Chicago; *Assistant General Superintendents*, S. Sanborn, Chicago, Ill., and Peter Hallenbeck, Winona, Minn.; *Division Superintendents*, E. J. Cuyler, Chicago, Ill., Charles Murray, Chicago, Ill., H. G. Burt, Boone, Ia., M. Hopkins, Eagle Grove, Ia., Walter A. Scott, Baraboo, Wis., W. B. Linsley, Escanaba, Mich., W. P. Cosgrove, Winona, Minn., and J. S. Oliver, Huron., Dak.; *Chief Engineer*, E. H. Johnson, Chicago, Ill.; *Superintendent of Telegraph*, G. H. Thayer, Chicago, Ill.; *Auditor*, J. B. Redfield, Chicago, Ill.; *General Passenger Agent*, E. P. Wilson, Chicago, Ill.; *General Freight Agent*, H. R. McCullough, Chicago, Ill.; *General Counsel*, W. C. Goudy, Chicago, Ill.

DIRECTORS.

A. C. Dulman, New York, N. Y.; David P. Kimball, Boston, Mass.; Chauncey M. Depew, New York, N. Y.; Samuel F. Barger, New York, N. Y.; Albert Keep, Chicago, Ill.; M. L. Sykes, New York, N. Y.; Horace Williams, Clinton, Ia.; D. O. Mills, New York, N. Y., John

M. Burke, New York, N. Y.; Marvin Hughitt, Chicago, Ill., N. K. Fairbank, Chicago, Ill.; W. L. Scott, Erie, Penn.; Percy R. Pyny, New York, N. Y., F. W. Vanderbilt, New York, N. Y.; W. K. Vanderbilt, New York, N. Y.; H. McK. Twombley, New York, N. Y.; John I. Blair, Blairstown, N. J.

Date of annual meeting of stockholders—First Thursday in June.

Fiscal year of company ends, May 31st.

General offices of the company are located at Chicago.

STATE OF ILLINOIS, }
County of Cook. } ss.

Marvin Hughitt, president, and J. B. Redfield, auditor of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1887, to the best of their knowledge and belief.

[Signed.] M. HUGHITT,
J. B. REDFIELD.

Subscribed and sworn to before me this 29th day of August, A D. 1887.

[SEAL.] J. F. Cleveland,
Notary Public.

REPORT

OF THE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association $50,000,000 00		
Amount authorized by vote of the company........ 34,050,126 66		
Amount issued, number of shares, 339,834 and scrip, am't paid in		
Amount of common stock issued, including scrip................	$ 21,342,606 68	$ 21,345,640 02
Amount of preferred stock issued, and conditions of preferment, 7 per cent	12,643,721 66	12,643,721 66
Common stock to be issued for common stock St. P. & S. C. R. R. and C. St. P. & M. Ry. outstanding	60,686 67	57,653 33
Preferred stock to be issued for preferred stock St. P. & S. C. R. R. and C. St. P. & M. Ry. outstanding	3,111 65	3,111 65
Total amount paid in, as per books of the company	$ 34,050,126 66	*$34,050,126 66

* This includes $4,230,599 99 in the company's treasury.

Amount of stock per mile of road..	$ 26,283 18
Amount of stock representing the road in Dakota..................................	* 2,322,644 62
Total number of stockholders..	1,234

* Proportional, based on mileage.

Date road entered Territory, 1878.

DEBT.

DEBT.	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
First mortgage bonds C. St. P. & M. Ry. due May 1, 1918, rate of interest, 6 per cent	$ 3,000,000 00	$ 3,000,000 00
Amount of interest paid on same during the year.....$179,055 00		
First mortgage bonds, Nor. Wis. Ry. due Jan. 1, 1930, rate of interest, 6 per cent	800,000 00	800,000 00
Amount of interest paid on same during the year.....$ 48,000 00		
First mortgage bonds, H. & R. F. Ry. due Jan. 1, 1908, rate of interest, 8 per cent	125,000 00	125,000 00
Amount of interest paid on same during the year.....$ 10,000 00		
a First mortgage bonds St. P. & S. C. R. R. due April 1, 1918, rate of interest, 6 per cent	6,080,000 00	6,080,000 00
Amount of interest paid on same during the same....$364,920 00		
First mortgage bonds St. P. S. & T. F. Ry. due Jan. 1, 1908, rate of interest, 7 per cent	334,800 00	334,800 00
Amount of interest paid on same during the year.....$ 22,673 00		
b Consolidated mortgage bonds C. St. P. M. & O. Ry. due Jan. 1, 1930, rate of interest, 6 per cent	12,249,167 14	12,249,167 14
Amount of interest paid on same during the year.....$699,800 00		
c Depot ground bonds St. P. S. & T. F. Ry, rate of interest, 10 per cent	30,000 00	30,000 00
Interest paid on same during year.....None	....	
d e Land grant inc. bonds C. St. P. & M. Ry. rate of interest, 6 per cent	1,125 00	1,125 00
Interest paid on same during year.....None	....	
Total amount of funded debt	$ 22,620,092 14	$ 22,620,092 14
FLOATING DEBT.		
This company, properly speaking, has no floating debt, there being sufficient cash on hand to pay all current liabilities.		
Contingent liability as guarantor of bonds and debts of other roads: First mortgage bond of the Minneapolis Eastern Railway Co. guaranteed by this company	....	$ 75,000 00
Total amount of debt liabilities	$ 22,620,092 14	$ 22,620,092 14
Amount of debt per mile of road	17,914 00	17,460 38
f Amount of debt representing the road in Dakota	995,284 05	1,542,973 78
Total amount of stock and debt	56,670,218 70	56,670,218 80
Amount of stock and debt per mile of road	44,879 91	43,743 56
f Amount of interest paid representing the road in Dakota	58,862 76	90,327 35

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a Including $10,000 in the company's treasury.
b Including $377,167 14 in the company's treasury.
c All in the company's treasury.
d Including $562 50 in the company's treasury.
e Convertible into C. St. P. M. & O. consolidated mortgage bonds.
f Proportional, based on mileage.

COST OF ROAD AND EQUIPMENT.

Construction of Road and Branches (not Reported Separately.	Last Year.	Present Year.
Grading	It is impossible to separate cost of construction from equipment in stating the aggregate cost of road.	It is impossible to separate cost of construction from equipment in stating the aggregate cost of road.
Bridging and masonry		
Superstructure, including rails		
Land, land damages and fences		
Passenger and freight stations, coal sheds and water stations		
Engine houses, car sheds and turn tables		
Machine shops, including machinery and tools		
Interest paid during construction, discounts, etc.		
Engineering, agencies, salaries and other expenses during construction		
All other items charged to construction, not enumerated above.		
Double track		
Total expended for construction		
Average cost of construction per mile of road ..... miles		
Proportion of cost of construction for Dakota		
Locomotives	Cannot be given in detail.	Cannot be given in detail.
Snow plows on wheels		
Passenger, mail, baggage and express cars		
Parlor, dining and sleeping cars		
Freight and other cars		
Wrecking cars, pile drivers and tools		
Total for equipment		
Average cost of equipment per mile of road operated by company ..... miles		
Proportion of cost of equipment for Dakota		
Total cost of road and equipment	$ 52,665,503 30	$ 53,883,016 00
Average cost of road and equipment per mile ...... 1,295.51 miles	$ 41,708 31	$ 41,592 74
* Proportion of cost of road and equipment for Dakota	2,317,282 15	3,675,550 43
Average cost of road and equipment per mile in Dakota, 88.37 miles	41,775 41	41,592 74

* Proportional, based on mileage.

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

	Last Year.	Present Year.
Grading, ballasting and ditching	$ 229,194 95	$ 149,410 32
Bridging and masonry	53,652 03	17,370 86
Superstructure, including rails	141,395 67	206,595 50
Land, land damages, fences, cattle guards and crossings	48,500 19	240,404 75
Passenger and freight stations, coal sheds and water stations	278,076 36	26,292 78
Engine houses, car sheds and turn tables	2,905 76	2,866 90
Machine shops, including machinery and tools	10,785 66	1,976 66
Engineering, agencies, salaries and other expenses during construction	2,036 47	1,320 00
Purchase and construction of other lines (specifying same) and all particulars:		
Northern Wisconsin extension to Bayfield	4,079 50	....
Superior branch	2,665 63	....
Chippewa Falls & Northern Railway	1,704 24	....
Ashland Railway	121,113 72	....
Florence Cut Off	17,580 73	....
Extension, River Falls to Ellsworth	197,848 98	....
Ellis Patent Flanger	133 25	....
Minnesota Transfer Railway	10,573 53	$ 4,244 29
Extension of line, Salem to Mitchell	....	347,839 04
Change of line, Florence, Neb	....	13,376 43
Double track extension, Stillwater Jct. to Nor. Wis. Jct.	39,639 79	51,405 35
Total for construction	$ 1,163,727 46	$ 1,063,102 88
EQUIPMENT.		
Locomotives ... 2	99,363 62	$ 17,895 64
Passenger, mail, baggage and express cars ... 3	43,092 03	8,788 14
Parlor, dining and sleeping cars	35,675 20	....
Freight and other cars ... 468	259,793 11	236,853 53
Total for equipment	$ 437,923 96	$ 263,537 31
Total expenditures charged to property account	$ 1,601,651 42	$ 1,326,640 19
Less sundry credits	57,910 91	109,127 49
Net addition to property account for the year	$ 1,544,640 51	$ 1,217,512 70

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers	$ 901,705 79	$ 1,066,434 29
From through passengers	421,438 97	483,098 87
From all passengers	$ 1,323,144 76	$ 1,549,533 16
From express	95,973 55	92,834 92
From mails	98,997 51	104,360 96
From other sources passenger department, including baggage	31,025 68	36,227 58
Total earnings, passenger department	$ 1,549,141 50	$ 1,782,956 62
Earnings per train mile run, 1,789,796 miles	....	0 996
EARNINGS, FREIGHT.		
From local	$ 2,554,812 12	$ 2,845,384 83
From through	1,835,643 79	1,795,519 00
From other sources, freight department	44,188 98	12,086 54
Total earnings, freight department	$ 4,434,644 89	$ 4,652,990 37
Earnings per train mile run, 2,634,598 miles	....	1 766
Total transportation earnings	5,983,786 39	6,435,946 99
Earnings per train mile run from all trains earning revenue, 4,424,394 miles	....	1 454
Earnings per mile of road operated, 1,355.02 miles	....	4,764 58
Proportion of earnings for Dakota	40,214 59	49,968 92
Earnings from all other sources	10,310 25	20,163 29
Total earnings from all sources	$ 5,994,096 64	$ 6 456,110 28
Proportion of earnings for Dakota	....	$ 50,089 92

EXPENSES OF OPERATING THE ROAD FOR YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES).

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track	$ 525,510 56	$ 599,845 23
Renewal of rails	68,765 49	60,472 55
No. tons laid, steel 12,723		
No. tons laid, iron 8,239		
Renewal of ties	157,222 11	119,981 65
No. laid 440,480		
Repairs of bridges, including culverts and cattle-guards	72,242 28	87,052 90
Repairs of fences, road-crossings and signs	36,885 96	31,751 94
Repairs of buildings, sections and water-tanks	77,127 46	67,434 04
Total	$ 937,753 86	$ 966,538 31
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives	$ 214,481 73	$ 250,168 35
Repairs of passenger cars	91,777 95	102,883 43
Repairs of freight cars	220,549 79	224,133 12
Total	$ 526,809 47	$ 577,184 90
CLASS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotives	$ 476,640 85	$ 566,406,69
Water supply	29,558 55	29,649 04
Oil and waste	37,355 99	44,126 55
Locomotive service	392,603 30	440,535 71
Passenger train service	83,725 10	98,507 36
Passenger train supplies	16,667 51	21,548 54
Mileage of passenger cars (debit balance)	29,153 90	34,655 80
Freight train service	179,030 29	200,283 92
Freight train supplies	4,924 71	5,832 38
Mileage of freight cars (credit balance)	47,736 70	46,842 79
Telegraph expenses (maintenance and operating)	90,031 73	92,920 34
Damage and loss of freight and baggage	13,540 98	13,027 55
Damages to property and cattle	8,168 60	16,227 23
Personal injuries	25,144 19	21,311 84
Agents and station service	347,812 69	423,159 59
Station supplies	18,624 41	21,912 24
Total	$ 1,705,246 10	$ 1,983,351 99
Expenses, Missouri River Transfer	$ 30,086 43	$ 33,101 18

EXPENSES OF OPERATING, ETC.—*Continued.*

CLASS 4—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks	$ 141,825 77	$ 146,847 76
Legal expenses	22,247 50	26,507 66
Insurance	9,854 98	14,300 71
Stationery and printing	33,639 71	40,098 36
Outside agencies and advertising	65,002 38	58,911 91
Contingencies	25,041 80	24,023 87
Taxes in Dakota $ 1,364 71 Taxes in other States $234,096 51 } Total Taxes.	221,408 89	235,461 22
Total	$ 519,021 03	$ 546,151 49

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and buildings	$ 937,753 86	$ 966,538 31
Maintenance of motive power and cars	526,809 47	577,184 90
Conducting transportation	1,735,332 53	2,016,453 17
General expenses, including taxes	519,021 03	546,151 49
Total operating expenses and taxes	$ 3,718,916 89	$ 4,106,327 87
Operating expenses and taxes per mile of road operated, 1,355.02 miles	....	3,030 46
Operating expenses and taxes per train mile run for trains earning revenue, 4,424,394 miles	....	0.92 8-10
Proportion of operating expenses and taxes for Dakota, approx	20,509 58	26,441 65
Expenses of running and management of passenger trains, approx	945,722 47	1,087,595 65
Expenses of running and management of passenger trains per train mile, approximated	0.5988	0.6077
Expenses of running and management of freight trains, approx	2,773,194 42	3,018,732 22
Expenses of running and management of freight trains per train mile, approx	0.7306	1.1458
Expenses of running and management of all trains earning revenue	3,718,916 89	4,106,327 87
Percentage of expenses to earnings	....	63.60

GENERAL EXHIBIT.

	Last Year.	Present Year.
Total earnings	$ 5,994,096 64	$ 6,456,110 28
Total expenses, including taxes	3,718,916 89	4,106,328 87
Net earnings	$ 2,275,179 75	$ 2,349,781 41
Rentals, specifying amount paid to each company:		
M. & St. L. Ry	....	12,317 04
St. P. M. & M. Ry	....	21,457 79
Illinois Central R. R	....	12,000 00
St. Paul U. D. Company	....	2,322 81
Minneapolis U. Ry. Company	$ 82,242 44	64,658 03
Total rentals	....	$ 112,755 67
Loss in operating prop. road	$ 12,057 83	8,910 00
Interest accruing during the year	1,337,709 55	1,337,955 68
Interest paid during the year	1,334,687 75	1,334,448 00
Interest paid during the year on account of the road in Dakota (approximated)	58,862 76	90,327 35
Interest on funded debt	1,337,709 55	1,337,955 98
Interest paid on funded debt	1,334,687 75	1,334,448 00
Dividends declared, 6 per cent	675,408 00	675,408 00
Interest falling due during the year and not paid	33,014 50	32,010 00
Balance for the year	1,072,417 33	988,493 68
Balance at commencement of the year	2,028,270 41	3,100,687 74
Balance at close of the year, June 30, 1887	$ 3,100,687 74	$ 4,089,181 42

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings	$ 5,994,096 64	$ 6,456,110 28
Income from stock owned of connecting or other roads	43,485 86	....
Income from lands sold or leased during the year	840,166 75	715,535 49
Income from other sources	21,002 79	58,206 43
Total income from all sources for the year	$ 6,898,752 04	$ 7,229,852 20
Proportion of income for Dakota	....	$ 54,059 59

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income, including land income	$ 6,898,752 04	$ 7,229,852 20
Total operating expenses and taxes	3,718,916 89	4,106,328 87
Net income above operating expenses and taxes	3,179,835 15	3,123,523 33
Net income above operating expenses, taxes, interest, and rental and loss in operating proprietary roads	1,747,825 33	1,663,901 68
Gross income per train mile run, 4,424,394 miles	....	1.454
Net income per train mile run, 4,424,394 miles	....	.526
Percentage of net income to stock and debt	....	.0311
Percentage of net income to cost of road and equipment	....	.0327

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year	$ 2,028,270 41	$ 3,100,687 70
Surplus at the close of the year	3,100,687 70	4,089,181 42
The amount invested in railroad stocks	70,000 00	163,900 00
Cash	....	1,432,235 92
The amount of its own stock or bonds owned by the company.	4,647,700 47	4,647,700 47
Amount in material and balances from other roads, and including earnings in course of collection,	804,913 48	1,860,819 83

GENERAL BALANCE SHEET.

DR.

Cost of road and equipment	$ 53,883,016 00
Stock and bonds owned	4,797,229 63
Advances to proprietary roads	1,224,147 51
Material and supplies	778,281 64
Excess of cash and cash assets over current liabilities	253,675 50
Total	$ 60,936,350 28

GENERAL BALANCE SHEET.

CR.

Common stock	$ 21,403,293 35
Preferred stock	12,646,833 31
Funded debt	22,620,092 14
Land grant accounts	176,950 06
Profit and loss	4,089,181 42
Total	$ 60,936,350 28

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year
Length main line of road owned from Elroy to East St. Paul	195.28	195.18
Length main line of road owned from Nor. Wis. Jct. to Bayfield	178.24	178.24
Length main line of road owned from St. Paul to Le Mars	243.97	243.97
Length main line of road owned from Sioux city to Omaha	127.75	127.75
Length main line of road in Dakota	....	....
Length main line of road in Minnesota	....	205.45
Length main line of road in Wisconsin	....	355.78
Length main line of road in Nebraska	....	126.81
Length main line of road in Iowa	....	57.10
Length of double track on main line	14.72	20.79
Branches owned by this company:		
West Eau Claire to Shaws Mills	2.74	2.74
Ashland Jct. to Ashland, including Shore Line	5.69	5.69
Stillwater Jct to Stillwater	3.30	3.30
Stillwater Jct to St. Croix Bridge	4.55	4.55
River Falls to Ellsworth	24.82	24.82
Lake Crystal to Elmore	44.00	44.00
Heron Lake to Pipestone	55.10	55.10
Sioux Falls Jct. to Mitchell	98.00	130.90
Luverne to Doon	28.00	28.00
Coburn Jct. to Ponca	15.82	15.82
Emerson to Norfolk	46.50	46.50
Merrillan to Neillsville	14.00	14.00
Eau Claire to Chicago Jct	80.62	80.62
Superior Jct. to Itaska St. Switch	60.57	60.57
Wakefield to Hartington	33.76	33.76
Total length of branches owned by this company	517.47	550.37
Total length of branches owned by this company in Dakota	....	88.37
Total length of branches owned by this company in Iowa	....	17.44
Total length of branches owned by this company in Minnesota	....	160.04
Total length of branches owned by this company in Wisconsin	....	188.44
Total length of branches owned by this company in Nebraska	....	96.08
Total length of road belonging to this company	1,262.71	1,295.51
Total length of road belonging to this company in Dakota	55.47	88.37

DESCRIPTION OF ROAD—*Continued.*

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Aggregate length of sidings and other tracks not above enumer'd	205.46	216 63
Same in Dakota	3.94	5.72
Aggregate length of track computed as single track, exclusve of sidings	1,277.43	1,316.30
Same in Dakota	55.47	88.37
Total length of steel rails in tracks in Dakota, exclusive of sidings	17.59	55.05
Total length of iron rails in tracks in Dakota, exclusive of sidings	37.88	33.32
Weights per yard, steel 50 and 56 pounds	....	....
Weights per yard, iron 50 pounds	....	....
Gauge of track 4 feet, 8½ inches	....	....
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
St. P. M. & M. Ry., St. Paul to Minneapolis	11.40	11.40
M. & St. L. Ry., Minneapolis to Merriam Jct.	27.00	27.00
Ill. Cen. R. R., LeMars to Sioux City	25.20	25.20
Superior Short Line Ry., Superior Jct. to West Superior and Transfer grounds	8.28	9.87
North Eastern Nebraska R. R., Wayne to Randolph	....	21.63
Superior Short Line Ry. of Minnesota, Rice's Point to Duluth	....	2.60
Total length of above roads	71.88	97.70
Total length of above roads in other states (specifying each.)		
Total length of above roads in Minnesota	38.40	41.00
Total length of above roads in Wisconsin	8.28	9.87
Total length of above roads in Nebraska	....	21.63
Total length of above roads in Iowa	25.20	25.20
If any part of the road was first opened for operation during the past year, state the date.		
July 24 4.19 miles	....	....
Nov. 14 21.63 "	....	....
June 27 32.90 "	....	....
Total miles of road operated by this company	1,334 59	1,393.21

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	219	224
Same in Dakota..	6	9
Number of stations on all roads operated by this company	226	226
Same in Dakota..	6	9
Number of telegraph offices in stations in Dakota..............	6	9

EMPLOYES.

EMPLOYES.	Last Year.	Present Yerr.
Number of persons regularly employed on all roads operated by this company, approximated..............................	4,523	5,396
Same in Dakota, approximated........	355	459
Amount paid employes, including officials, on all roads operated by this company	$ 2,459,161 03	$ 2,714,424 73
Same in Dakota, approximated..................................	193,044 14	230,997 55

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden truss bridges over 100 feet in length	1	154	2	220
Combination bridges over 100 feet in length............	3	370	3	370
Iron bridges over 100 feet in length	......	....	1	154
Wooden trestle and pile...........................	50	6,263	69	10,510
BOX CULVERTS IN DAKOTA.				
Timber	85	1,189	101	1,707
RENEWAL OF BRIDGES AND CULVERTS IN DAKOTA.				
Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....................	38	130,000	......	21,380

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

LOCATION.	Kind.	Material.	When Built	Length, ft.
Line—Salem to Mitchell	2 Howe Truss	Wood.	....	220
" "	3 Trestles,	"	....	1,809
" "	16 Pile,	"	....	2,438
Total............................	....	....	....	4,467

Give the average number of years the trestle and pile bridges last on your road in Dakota. Nine years.

Give the average number of years that wooden truss bridges last on your road in Dakota. Nine years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK	Last Year.	Present Year.
Number of track sections in Dakota............................	8	11
Average length of sections	6 8-10	7
Average number of men in each section gang....................	4	4
Number of new ties laid in track during the year in Dakota as renewals...	14,797	16,822
Average number of new ties per mile of road..................	264	301
New rails laid in track during the year in Dakota, steel, 2,895 and 448ths tons, miles..................................	....	32.90
Total track laid with new rails during the year in Dakota, miles	....	32.90
What is the average number of years that iron rails last in your track on main line in Dakota	12	12
What is the average number of years that steel rails last in your track on branches in Dakota...............None failed yet	....	....
What is the average number of years that ties last in your track in Dakota....	8	8

CROSSINGS IN DAKOTA.

What railroads crosses your road at grade, and at what locality?

C. M. & St. P. Ry. at Sioux Falls.

What railroads cross your road, either over or under, and at what locality?

C. M. & St. P. Ry. at Sioux Falls at grade.
B. C. R. & N. R. R. at Sioux Falls at grade.
C. & N. W. R. R. at Salem at grade.

Number of highway crossings at grade, 68.

ROLLING STOCK.

ROLLING STOCK.	LEASED.	OWNED.	TOTAL.
Number of locomotives	....	196	196
Number of passenger cars	....	86	86
Number of baggage, mail and express cars	....	47	47
Number of parlor cars	....	4	4
Number of dining cars	....	2	2
Number of pay and officers' cars	....	2	2
Number of box freight cars and caboose cars	470	3,933	4,403
Number of stock cars	....	410	410
Number of platform and coal cars	....	1,696	1,696
Number of other cars	....	15	15
Total number of cars	470	6,195	6,665

Maximum weight of locomotives and tenders, 77½ tons.

Average weight of locomotives and tenders, 54½ tons.

Number of locomotives equipped with train brake, 114.

Kind of brake, Westinghouse automatic.

Maximum weight of passenger cars, 28.9 tons.

Average weight of passenger cars, 25.7 tons.

Number of cars equipped with train brake—all passenger equipment, 141.

Kind of brake, Westinghouse automatic.

Number of passenger cars equipped with Miller platform and buffer, 141.

The amount of tonnage that can be carried over each of your roads in the territory, exclusive of cars, by engine of given weight. Not known.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year	1,579,321	1,789,796
Miles run by freight trains during the year	2,692,956	2,634,598
Miles run by switching trains during the year, locomotive	1,102,625	1,177,244
Miles run by construction and repair trains during the year, locomotive	585,680	493,312
Total train mileage	5,960,582	6,094,950
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains	4.9	4.77
Average weight of passenger trains exclusive of passengers, tons	125.93	123.00
Average number of cars in freight trains	17.8	19.92
Average weight of freight trains, exclusive of freight, tons	195.80	219.00
PASSENGER TRAFFIC.		
Number of through passengers carried	139,279	149,802
Number of local passengers carried	930,321½	1,088,884
Total number of passengers carried	1,069,600½	1,238,686
Total passenger mileage, or passengers carried one mile	49,005,361	59,891,921
Average distance traveled by each passenger, miles	48	48.3
Average amount received from each passenger	$ 1.23	$ 1.25
Highest rate of fare per mile for any distance	$ .04	$ .04
Lowest rate of fare per mile for any distance	$ .01	$ .01
Average rate of fare per mile for all passengers	$ .027	$0.259
FREIGHT TRAFFIC.		
Number of tons of through freight carried	1,044,959	1,123,180
Number of tons of local freight carried	1,108,264	1,218,904
Total tons of freight carried	2,153,223	2,342,084
Total mileage of through freight (tons carried one mile)	172,852,456	179,534,022
Total mileage of local freight (tons carried one mile)	175,359,583	214,737,225
Total freight mileage, or tons carried one mile	348,212,039	394,271,247
Average rate per ton per mile received for through freight	$ .0106	$ .01
Average rate per ton per mile received for local freight	$ .0146	$ .0133
Average rate per ton per mile received for all freight	$ .0126	$ .0118
Average cost per ton per mile to move freight	$ .0080	$ .0077
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road.)	38.11	38.20

MILEAGE, TRAFFIC, ETC.—*Continued.*

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and north	15,708,123	16,247,831
Number of miles run by loaded freight cars west and south......	21,178,960	23,221,398
Number of miles run by empty freight cars east and north........	8,521,259	9,062,738
Number of miles run by empty freight cars west and south......	2,533,590	2,400,747
Total freight car mileage..................................	47,941,932	50,932,714
Percentage of empty freight cars hauled east and north to all freight cars hauled east and north..........................	35	36
Percentage of empty freight cars hauled west and south to all freight cars hauled west and south	11	9

SPEED OF TRAINS IN DAKOTA.

AVERAGE SPEED.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, miles per hr..	22½	22½
Rate of speed of freight trains, including stops, miles per hr....	10½	10½

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	329,228	15.29	393,236	16.79
Flour and millstuff	325,352	15.11	350,610	14.97
Provisions (beef, pork, lard, etc.)......................	23,255	1.08	10,071	0.43
Animals	69,549	3.23	78,460	3.35
Other agricultural products	93,881	4.36	99,070	4.23
Lumber and forest products...........................	618,621	28.73	609,879	26.04
Coal	217,476	10.10	191,536	8.17
Plaster, lime and cement	29,714	1.38	28,808	1.23
Salt..	7,321	0.34	10,773	0.46
Petroleum and oil....................................	....	......	47	0.01
Iron, steel and castings, lead and mineral products.....	17,656	0.82	41,689	1.78
Stone and brick.......................................	111,537	5.18	144,038	6.15
Manufactures—articles shipped from point of production..	36,605	1.70	37,473	1.60
Merchandise, and other articles not enumerated above	273,028	12.68	346,394	14.79
Total tons carried..................................	2,153,223	100	2,342,084	100

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	8,322	15.29	3,940	26.70
Flour	8, 224	15.11	2,209	14.97
Provisions (beef, pork, lard, etc.)	588	1.08	63	.43
Animals	1,763	3.23	494	3.35
Other agricultural products	3,373	4.36	624	4.23
Lumber and forest products	15,637	28.73	2,380	16.13
Coal	5,493	10.10	1,205	8.17
Plaster, lime and cement	751	1.38	181	1.23
Salt	185	.34	68	.46
Petroleum and oil	....	......	....	......
Iron, steel and castings	446	.82	263	1.78
Stone and brick	2,819	5.18	908	6.15
Manufactures—articles shipped from point of production	925	1.70	236	1.60
Merchandise and other articles not enumerated above	6,901	12.68	2,184	14.80
Total tons carried	54,427	100	14,755	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

American Express Company; rates based on freight tariff; general express business; express company take freight at depot.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

The Pullman Palace Car Company runs sleeping cars on this comprny's line between St. Paul and Mitchell. All charges in addition to regular fare are made and collected by the Pullman Company.

What is the total amount paid by your company to palace or sleeping car companies, to what companies and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Total amount paid the Pullman Palace Car Company, $43,461.60. This company pays the Pullman Car Company for use of their cars.

ADDITIONAL QUESTIONS—*Continued.*

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota and on what terms of service?

$48.74 per annum per mile; terms prescribed by the United States Post Office Department.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

Not kept.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

One-half of 88.37.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

The Western Union Telegraph Company owns one-half of all telegraph lines on this company's right of way.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, M. Hughitt, Chicago; *Vice President,* M. L. Sykes, New York; *Secretary,* E. E. Woodman, Hudson; *Treasurer,* M. L. Sykes, New York; *General Manager,* E. W. Winter, St. Paul; *General Superintendent,* J. M. Whitman, St. Paul; *Division Superintendents,* Jas. McCabe, St. Paul, H. Spencer, Mankato, H. S. Janes, Omaha; *Chief Engineer,* C. W. Johnson, St. Paul; *Superintendent of Telegraph,* H. C. Hope, St. Paul; *Auditor,* L. A. Robinson, St. Paul; *General Passenger Agent,* T. W. Teasdale, St. Paul; *General Freight Agent,* J. T. Clark, St. Paul; *General Counsel,* J. H. Howe.

DIRECTORS.

M. Hughitt, Chicago, Ill.; M. L. Sykes, New York, N. Y.; J. M. Whitman, St. Paul, Minn; J. H. Howe, St. Paul, Minn.; E. W. Winter, St. Paul, Minn.; J. A. Humbird, Hudson, Wis.; Albert Keep, Chicago, Ill.; C. Vanderbilt, New York, N. Y.; W. K. Vanderbilt; New York, N. Y.; H. McK. Twombley, New York, N. Y.; D. P. Kimball, Boston, Mass.; W. L. Scott, Erie, Pa.; C. M. Depew, New York.

Date of annual meeting of stockholders, first Saturday after first Thursday in June.

Fiscal year of company ends January 1st.

General offices of the company are located at St. Paul, Minn.; Hudson, Wis.; 52 Wall St., New York.

STATE OF MINNESOTA, } ss.
COUNTY OF RAMSEY. }

E. W. Winter, general manager, and L. A. Robinson, auditor of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1887, to the best of their knowledge and belief.

[Signed.] E. W. WINTER,
L. A. ROBINSON,

Subscribed and sworn to before me this 14th day of September, A. D. 1887.

[SEAL.] GEO. A. HAMILTON,
Notary Public.

REPORT

OF THE

WISCONSIN, MINNESOTA & PACIFIC RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association	....	$ 20,000,000 00
Amount of common stock issued	....	3,229,100 00
Amount of preferred stock issued, and conditions of preferment.. 7 per cent per annum non-commutative	....	2,152,300 00
Total amount paid in, as per books of the company	....	$ 5,381,400 00

DEBT.

Funded debt as follows: First mortgage bonds, 6 per cent. interest $3,228,000 0

[This company fails to answer the questions under the head of "Debt."]

COST OF ROAD AND EQUIPMENT.

Total expended for construction..$8,609,400 00

[Questions under the head of "Cost of Road and Equipment" not answered.]

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From all passengers	$ 39,265 67	$ 40,890 51
From express	7,800 00	7,800 00
From mails	10,436 78	10,060 89
From other sources, passenger department	2,243 00	803 41
Total earnings, passenger department	$ 59,745 45	$ 59,554 81
Earnings per train mile run 115,018 miles	$ .5457	$ .5178
EARNINGS, FREIGHT.		
From local	....	$ 183,515 00
From through		
From other sources, freight department	....	620 46
Total earnings, freight department	$ 166,773 10	$ 184,135 46
Earnings per train mile run 98,743 miles	1 6055	1 8650
Total transportation earnings	226,518 55	243,690 27
Earnings per train mile run, from all trains earning revenue, 213,761 miles	1 0695	1 14
Transportation earnings per mile of road operated, 207.5 miles	1,096 41	1,174 41
Proportion of earnings for Dakota	19,224 53	21,015 00
Earnings from all other sources	....	1,346 00
Telegraph earnings: Minnesota $958 23	....	....
Telegraph earnings: Dakota 259 53	....	....
	1,667 28	1,217 76
Total earnings from all sources	....	$ 246,254 03
Proportion of earnings for Dakota	....	$ 21,015 00

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track	$ 52,420 48	$ 56,627 15
Renewal of rails	770 72	294 09
Renewal of ties	3,320 28	5,591 29
Number ties laid 18,763		
Repairs of bridges, including culverts and cattle guards	5,078 55	1,464 17
Repairs of fences, road crossings and signs	1,858 17	2,845 61
Repairs of buildings, sections and water tanks	3,174 31	2,610 43
Total	$ 66,622 51	$ 68,844 56
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of Locomotives	$ 5,752 13	$ 10,894 24
Repairs of passenger cars	2,955 97	4,396 83
Repairs of freight cars	5,408 95	8,413 94
Total	$ 14,117 05	$ 23,705 01
CLASS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotives	$ 22,823 69	$ 23,357 31
Water supply	1,809 99	1,225 95
Oil and waste	1,617 20	1,150 91
Locomotive service	17,178 79	17,874 97
Passenger train service	4,539 78	4,733 40
Passenger train supplies	748 53	500 91
Mileage of passenger cars (debit balance)	231 42	14 10
Freight train service	6,498 55	7,041 57
Freight train supplies	603 32	385 46
Mileage of freight cars (debit balance)	2,866 74	2,789 17
Telegraph expenses (maintenance and operating)	7,769 89	8,320 12
Damage and loss of freight and baggage	13 00	18 70
Damages to property and cattle	258 10	522 48
Personal injuries	550 56	595 22
Agents and station service	11,450 70	12,040 98
Station supplies	2,170 68	2,380 89
Total	$ 81,130 95	$ 82,952 14

EXPENSES OF OPERATING, ETC.—*Continued.*

CLASS 4—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks	$ 8,990 78	$ 8,985 11
Legal expenses	1,897 79	1,954 66
Insurance	1,341 09	936 67
Stationery and printing	2,523 58	2,477 66
Outside agences and advertising	3,877 14	3,474 35
Contingencies	585 78	1,941 42
Taxes in Dakota $ 377 88 Taxes in other states 4,250 45 Total taxes.	2,384 07	4,628 33
Total	$ 21,600 23	$ 24,398 20

RECAPITULATION OF EXPENSES.

RECAPITULATION OF EXPENSES.	Last Year.	Present Year.
Maintenance of way and buildings	$ 66,622 51	$ 68,844 56
Maintenance of motive power and cars	14,117 05	23,705 01
Conducting transportation	81,130 95	82,952 14
General expenses, including taxes	21,600 23	24,398 20
Total operating expenses and taxes	$ 183,470 74	$ 199,899 91
Operating expenses and taxes per mile of road operated, 207.5 miles	$ 888 04	$ 963 37
Operating expenses and taxes per train mile run, for trains earning revenue, 213,761 miles	86	0.93.52
Proportion of operating expenses and taxes for Dakota	33,081 18	36,227 00
Percentage of expenses to earnings	80 44	81 18

GENERAL EXHIBIT.

	Last Year.	Present Year.
Total earnings	$ 228,185 83	$ 246,254 03
Total expenses, including taxes	183,470 74	199,899 91
Net earnings	$ 44,715 09	$ 46,354 12
Rentals, specifying amount paid to each company: M. & St. L. Railway $5,521,20	13,924 76	5,521 20

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings	$ 228,185 83	$ 246,254 03
Income from stock owned of connecting or other roads, income from bonds owned of connecting or other roads, income from stock held of your own road, income from bonds held of your own road, income from lands sold or leased during the year, income from other sources ... Not given	....	....
Total income from all sources for the year	$ 228,185 83	$ 246,254 03
Proportion of income for Dakota	....	21,015 00

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income	$ 228,185 83	$ 246,254 03
Total operating expenses and taxes	183,470 74	199,899 91
Net income above operating expenses and taxes	$ 44,715 09	$ 46,354 12
Gross income per train mile run ... 213,761 miles	1 0675	1 14

GENERAL BALANCE SHEET.

DR.

Cost of road and equipment	$ 8,609,400

GENERAL BALANCE SHEET.

CR.

Capital stock, "common"	$ 3,229,100
Capital stock, "preferred"	2,152,300
First mortgage 6 per cent, bonds	3,228,000
Total	$ 8,609,400

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from Morton to Watertown	205.6	121.5
Length main line of road from Red Wing to Mankato	....	93.73
Length main line in Dakota	38.5	38.5
Length main line in Minnesota	167.1	176.73
Total length of road belonging to this company	205.6	215.23
Total miles of road belonging to this company in Dakota	38.5	38.5
Aggregate length of sidings and other tracks not above enumerated	10.3	11.3
Same in Dakota	1.45	1.45
Aggregate length of track computed as single track, exclusive of sidings	205.6	215.23
Same in Dakota	38.5	38.5
Total length of steel rails in tracks in Dakota, exclusive of sidings	38.5	38.5
Weights per yard, steel .... 65 lbs	....	....
Guage of track, ... 4 ft. 8½ in	....	....
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
B. C. R. & N. Jct. to Watertown	....	1.0
Total length of above roads in Dakota	....	1.0
If any part of the road was first opened for operation during the past year, state the date: Eagle Lake to Mankato, June 1, 1887	....	10.0
Total miles of road operated by this company in Dakota	....	39.5

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	....	32
Same in Dakota	....	4
Number of stations on all roads operated by this company	....	33
Same in Dakota	....	5
Number of telegraph offices in stations in Dakota	....	5

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company, estimate	....	485
Same in Dakota	....	97
Amount paid employes, including officials, on all roads operated by this company: Road is operated by employes of M. & St. L. Ry	....	....

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden trestle and pile	22	3,228	22	3,228
BOX CULVERTS IN DAKOTA.				
Timber	45	1,941	45	1,955

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

None.

Give the average number of years the trestle and pile bridges last on your road in Dakota. About eight years.

Give the average number of years that wooden truss bridges last on your road in Dakota. About eight years.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	6	6
Average length of sections	6.6	6.6
Average number of men in each section gang	4	3.5
Number of new ties laid in track during the year in Dakota	871	181
Average number of new ties per mile of road	22	4.5

What is the average number of years that steel rails last in your track on main line in Dakota? About eight years.

What is the average number of years that steel rails last in your track on branches in Dakota? About eight years.

What is the average number of years that ties last in your track in Dakota? Pine, four years.

CROSSINGS IN DAKOTA.

Number of highway crossings at grade	38
Number of highway crossings under railroad	1

ROLLING STOCK.

Number of baggage, mail and express cars..........Owned, 2, Total, 2

[The equipment of the M. & St. L. Ry. is used in operating this road.]

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.		Last Year.	Present Year.
Miles run by passenger trains during the year..	Minn. 90,886 Dak. 24,132	....	115,018
Miles run by freight trains during the year......	Minn. 81,236 Dak. 17,507	....	98,743
Miles run by other trains during the year.......	Minn. 6,201 Dak. 546	....	6,756
Total train mileage		....	220,517
CARS AND WEIGHT OF TRAINS.			
Average number of cars in passenger trains		....	3
Average weight of passenger trains, exclusive of passengers, tons		....	67½
Average number of cars in freight trains		....	10½
Average weight of freight trains exclusive of freight, tons		....	105
PASSENGER TRAFFIC.			
Total number of passengers carried		42,495	59,382
Total passenger mileage, or passengers carried one mile		1,189,869	1,306,406
Average distance traveled by each passenger		28	22
Average amount received from each passenger		$ 92.2	$ 68.77
Highest rate of fare per mile for any distance		04	04½
Lowest rate of fare per mile for any distance		02	01
Average rate of fare per mile for all passengers		.03.3	.03.13
FREIGHT TRAFFIC.			
Total tons of freight carried		173,271	191,310
Total freight mileage, or tons carried one mile		6,064,476	8,322,676
Average rate per ton per mile received for all freight		....	$ .02.205
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road		....	.01.07

MILEAGE, TRAFFIC, ETC.—*Continued.*

CAR MILEAGE.		Last Year.	Present Year.
Number of miles run by loaded freight cars east and south	Minn. 297,654 Dak. 75,688	....	373,342
Number of miles run by loaded freight cars west and north	Minn. 333,142 Dak. 88,828	....	421,970
Number of miles run by empty freight cars east and south	Minn. 167,774 Dak. 47,078	....	214,752
Number of miles run by empty freight cars west and north	Minn. 129,736 Dak. 31,952	....	161,688
Total freight car mileage		....	1,171,752
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south		....	36.52
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north		....	27.70

SPEED OF TRAINS IN DAKOTA.

SPEED OF TRAINS IN DAKOTA.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops	....	20
Rate of speed of freight trains, including stops	....	10

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	PrCt.	Tons.	PrCt.
Grain	36,312	32.50	62,352	32.50
Flour	24,257	14.00	26,857	14.00
Provisions (beef, pork, lard, etc.)	13	......	....	......
Aninals	952	0.55	1,055	0.55
Other agricultural products	120	0.07	134	0.07
Lumber and forest products	43,317	25.00	47,420	25.00
Coal	9,702	5.60	10,752	5.60
Plaster, lime and cement	1,905	1.10	2,111	1.10
Salt	571	0.33	635	0.33
Petroleum and oil	571	0.33	627	0.33
Iron, steel and castings,	155	0.09	172	0.09
Stone and brick	1,731	1.00	1,918	1.00
Manufactures—articles shipped from point of production	19,059	11.00	21,104	11.00
Merchandise and other articles not enumerated above ..	14,606	8.43	16,173	8.43
Total tons carried	173,271	100	191,310	100

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	PrCt.	Tons.	PrCt.
Grain	5,706	45.3	4,224	32.50
Flour	88	0.7	1,819	14.00
Animals	13	0.1	71	0.55
Other agricultural products	12	0.1	9	0.07
Lumber and forest products	4,170	33.1	3,249	25.00
Coal	1,398	11.1	715	5.60
Plaster, lime and cement	63	0.5	143	1.1
Salt	13	0.1	47	0.33
Petroleum and oil	12	0.1	44	0.33
Iron, steel and castings	13	0.1	12	0.09
Stone and brick	63	0.5	130	1.00
Manufactures—articles shipped from point of production	88	0.7	1,430	11.00
Merchandise and other articles not enummerated above	958	7.6	1,096	8.43
Total tons carried	....	100	12,989	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

United States Express Company; per diem for whole road operated by M. & St. L. Ry.; take freight at depot.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota, and on what terms of service?

$56.43 per mile per annum.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota. $60.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota? 39½.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

No other.

Officers of the Company, with Location of Offices.

President, Chas. F. Hatch, Minneapolis; *Vice-President*, T. E. Clarke, Minneapolis; *Secretary*, L. C. Mitchell, Minneapolis; *Treasurer*, Jos. Gaskell, Minneapolis.

Directors.

Chas. F. Hatch, Minneapolis; T. E. Clarke Minneapolis; L. C. Mitchell, Minneapolis; Jos. Gaskell, Minneapolis; T. J. Hyman, Minneapolis; L., F. Limball, Minneapolis; H. S. Abbott, Minneapolis.

Date of annual meeting of stockholders—First Saturday after first Wednesday in June.

General offices of the company are located at Minneapolis, Minn.

STATE OF MINNESOTA, } ss.
County of Hennepin. }

Charles F. Hatch, president, and L. C. Mitchell, secretary of the Wisconsin, Minnesota & Pacific Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1887, to the best of their knowledge and belief.

[Signed] CHARLES F. HATCH,
President.
L. C. MITCHELL,
Secretary.

Subscribed and sworn to before me this 12th day of September, A. D. 1887.

[SEAL.] W. NEAL DONALDSON, Notary Public,
Hennepin County, Minnesota.

REPORT

OF THE

MINNEAPOLIS & PACIFIC RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association $500,000 00		
Amount issued, number of shares, 530..............am't paid in	....	$ 53,000 00
Amount of common stock issued..............................	....	50,000 00
Total amount paid in, as per books of the company	....	53,000 00

Amount of stock held in Dakota	None
Total number of stockholders..	11
Number of stockholders in Dakota..	None

Stock $53,000 issued for entire line, some of which is not yet built.

DEBT.

DEBT.	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
First mortgage bonds due January 1, 1936, rate of interest, 5 per cent..	....	$ 3,131,000 00
Amount of interest paid on same during the year... .$106,575 97		
Total amount of funded debt..................................	....	$ 3,131,000 00
FLOATING DEBT.		
Incurred for construction..................................$475,000	....	$ 475,000 00
Total amount of debt liabilities..............................	....	$ 3,606,000 00
Amount of debt per mile of road..............................	....	16,640 51
Amount of debt representing the road in Dakota	....	468,780 00
Total amount of stock and debt, including income certificates....	....	7,986,000 00
Amount of stock and debt per mile of road......................	....	36,852,79
Amount of interest paid representing the road in Dakota........	....	13,854 88

COST OF ROAD AND EQUIPMENT.

Construction of Road and Branches (not Reported Separately.	Last Year.	Present Year.
Grading	....	$ 672,843 65
Bridging and masonry	....	183,729 97
Superstructure, including rails	....	1,473,136 25
Land, land damages and fences	....	201,322 42
Passenger and freight stations, coal sheds and water stations	....	94,861 97
Engine houses, car sheds and turn tables	....	5,854 52
Machine shops, including machinery and tools	....	907 94
Interest paid during construction, discounts, etc	....	4,488,556 19
Engineering, agencies, salaries and other expenses during construction	....	44,141 78
All other items charged to construction, not enumerated above	....	140,256 14
Total expended for construction	....	$ 7,305,610 83
Average cost of construction per mile of road........216.7 miles	....	33,713 01
Proportion of cost of construction for Dakota	....	362,677 59
Locomotives	....	$ 124,191 56
Snow plows on wheels	....	988 36
Passenger, mail, baggage and express cars	....	53,786 81
Freight and other cars	....	280,032 55
Wrecking cars, pile drivers and tools	....	5,350 36
Total for equipment	....	$ 464,349 64
Average cost of equipment per mile of road operated by company 216.7 miles	....	2,142 82
Proportion of cost of equipment for Dakota	....	60,365 45
Total cost of road and equipment	....	$ 7,769,960 47
Average cost of road and equipment per mile ....216.7 miles	....	35,855 83
* Proportion of cost of road and equipment for Dakota	....	423,043 04
Average cost of road and equipment per mile in Dakota	....	14,948 00

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

	Last Year.	Present Year.
Grading		$ 672,843 65
Bridging and masonry		183,729 97
Superstructure, including rails		1,473,136 25
Land, land damages and fences		201,322 42
Passenger and freight stations, coal sheds and water stations		94,861 97
Engine houses, car sheds and turn tables		5,854 52
Machine shops, including machinery and tools		907 94
Engineering, agencies, salaries and other expenses during construction		44,141 78
Interest and discount		4,488,556 19
Purchase and construction of other lines (specifying same) and all particulars:		
Other miscellaneous items		140,256 14
Total for construction		$ 7,305,610 83
EQUIPMENT.		
Locomotives 16		$ 124,191 56
Passenger, mail, baggage and express cars		48,949 24
Parlor, dining and sleeping cars		285,365 55
Wrecking cars, pile drivers and tools		5,843 29
Freight and other cars		285,365 55
Total for equipment		$ 464,349 64
Total expenditures charged to property account		$ 7,769,960 47
Net addition to property account for the year		$ 7,769,960 47

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.		Last Year.	Present Year.
From local passengers	$27,014 04		
From through passengers	239 95		
From all passengers			$ 27,253 99
From express and baggage			1,952 83
From mails			2,929 35
From other sources passenger department			110 00
Total earnings, passenger department			$ 32,246 17
Earnings per train mile run, 79,605 miles			0.40.4
EARNINGS, FREIGHT.			
From local From through			$ 152,221 64
Total earnings, freight department			$ 152,221 64
Earnings per train mile run, 80,090 miles			1 90
Total transportation earnings			184,467 81
Earnings per train mile run from all trains earning revenue, 159,695 miles			1 16
Earnings per mile of road operated, 216 7-10 miles			851 25
Proportion of earnings for Dakota			5,315 52
Earnings from all other sources			23,333 08
Elevator earnings	$22,192 76		
Telegraph earnings	1,140 32		
Total earnings from all sources			$ 207,800 89
Proportion of earnings for Dakota			$ 5,315 52

EXPENSES OF OPERATING THE ROAD FOR YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES).

CLASS 1.	Last Year.	Present Year.
Repairs of road-bed and track	....	$ 16,015 27
Repairs of bridges, including culverts and cattle-guards	....	445 25
Repairs of buildings, sections and water-tanks	....	474 60
Total	....	$ 16,935 12
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of locomotives	....	$ 4,693 51
Repairs of passenger cars	....	1,904 01
Repairs of freight cars	....	3,539 94
Total	....	$ 10,137 46
CLASS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotives	....	$ 18,504 00
Water supply	....	1,307 16
Oil and waste	....	616 24
Locomotive service	....	14,836 54
Passenger train service	....	3,790 96
Passenger train supplies	....	905 52
Mileage of passenger cars (debit balance) ... Cr.	....	61 22
Freight train service	....	7,441 08
Freight train supplies	....	325 91
Mileage of freight cars (debit balance) ... Cr.	....	5,764 27
Telegraph expenses (maintenance and operating)	....	2,189 56
Damages to property and cattle	....	464 82
Personal injuries	....	1,544 60
Agents and station service	....	13,556 85
Station supplies	....	1,712 26
Total	....	$ 61,370 01

EXPENSES OF OPERATING, ETC.—*Continued.*

CLASS 4—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks		$ 17,196 55
Legal expenses		75 00
Insurance		1,215 58
Stationery and printing		4,910 05
Outside agencies and advertising		173 40
General expenses		1,109 70
Contingencies		3,663 08
Taxes in Dakota $ 95 79 Taxes in other States $, 1352 30 Total Taxes.		1,448 09
Total		$ 29,791 45

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Elevator expenses		$ 14,198 00
Maintenance of way and buildings		16,935 12
Maintenance of motive power and cars		10,137 46
Conducting transportation		61,370 01
General expenses, including taxes		29,791 45
Total operating expenses and taxes		$ 132,432 04
Operating expenses and taxes per mile of road operated, 216.7 miles		611 13
Operating expenses and taxes per train mile run for trains earning revenue, 159,695 miles		0 82.9
Proportion of operating expenses and taxes for Dakota,		11,049 45
Expenses of running and management of passenger trains		31,136 27
Expenses of running and management of passenger trains per train mile,		0 39.1
Expenses of running and management of freight trains		87,097 77
Expenses of running and management of freight trains per train mile		1 08
Expenses of running and management of all trains earning revenue		118,227 34
Percentage of expenses to earnings		63.7

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings	....	$ 207,800 89
Total expenses, including taxes	....	132,432 04
Net earnings	....	75,368 85

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings	....	$ 207,800 89
Total income from all sources for the year	....	$ 207,800 89
Proportion of income for Dakota	....	$ 5,315 52

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income	....	$ 207,800 89
Total operating expenses and taxes	....	132,432 04
Net income above operating expenses and taxes	....	75,368 85
Net income above operating expenses, taxes, interest, and rental, deficit	....	3,391 14
Gross income per train mile run, 159,695 miles	....	1 30
Net income per train mile run, 159,695 miles $ .0221 loss	....	....

GENERAL BALANCE SHEET.

DR.

Cost of constructed line	$ 7,305,610 83
New construction	266,668 69
Equipment	464,349 64
Material and supplies on hand	59,808 18
Bills receivable	60,000 00
Interest on bonds	78,759 99
Due from various persons	87,302 81
Due from agents and conductors	6,743 18
Other debit balances	8,765 86
Cash	90,999 34
Total	$ 8,429,008 52

GENERAL BALANCE SHEET.

CR.

Capital stock	$ 53,000 00
Income certificates	4,327,000 00
First mortgage bonds	3,131,000 00
Audited vouchers	365,944 75
Bills payable	475,000 00
Surplus earnings	72,439 50
Other credit balances	4,624 27
Total	$ 8,429,008 52

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from Minneapolis to Ledgerwood......	....	216 7-10
Length main line of road in Dakota..............................	....	28 3-10
Total length of road belonging to this company	....	216 7-10
Total length of road belonging to this company in Dakota.......	....	28 3-10
Aggregate length of sidings and other tracks not above enumer'd	....	11 9-10
Same in Dakota..	....	2 4-10
Aggregate length of track computed as single track, exclusve of sidings	....	216 7-10
Same in Dakota	....	28 3-10
Total length of steel rails in tracks in Dakota, exclusive of sidings, miles..	....	56 6-10
Weights per yard, steel............................60 pounds	....	....
Gauge of track, regular ....4 feet, 8½ inches	....	....

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	....	31
Same in Dakota...	....	4
Number of stations on all roads operated by this company	....	31
Same in Dakota...	....	4
Number of telegraph offices in stations in Dakota...............	....	4

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company..	....	419
Same in Dakota	....	19
Same in Dakota, average per month..............................	....	$ 68 18

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length, Feet.	No.	Aggregate Length, Feet.
Wooden trestle and pile	......	....	33	2,238
BOX CULVERTS IN DAKOTA.				
Timber	......	....	14	....

No renewals of bridges. Nothing but current repairs.

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

Nothing but pile bridges.

Give the average number of years the trestle and pile bridges last on your road in Dakota. New road; cannot say.

Give the average number of years that wooden truss bridges last on your road in Dakota. New Road; cannot say.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	....	3
Average length of sections	....	9
Average number of men in each section gang	....	5
Number of new ties laid in track during the year in Dakota	....	84,000
Average number of new ties per mile of road	....	3,000
New rails laid in track during the year in Dakota, steel, tons, miles	....	30 7-10

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Chicago, Milwauke & St. Paul Ry. at Fairmount.
St. Paul, Minneapolis & Manitoba Ry. at Harrison.

Number of highway crossings at grade, 20.

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owned.	Total.
Number of locomotives	....	16	16
Number of passenger cars	....	8	8
Number of baggage, mail and express cars	....	6	6
Number of box freight cars	....	500	500
Number of stock cars	....	25	25
Number of platform and coal cars	....	175	175
Number of other cars	....	9	9
Total number of cars	....	723	723

Maximum weight of locomotives and tenders, 40 tons.
Minimum weight of locomotives and tenders, 30 tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year	....	79,605
Miles run by freight trains during the year	....	80,090
Miles run by other trains during the year	....	20,188
Total train mileage	....	179,883
PASSENGER TRAFFIC.		
Number of through passengers carried	....	140
Number of local passengers carried	....	30,522
Total number of passengers carried	....	30,662
Total passenger mileage, or passengers carried one mile	....	922,428
Average distance traveled by each passenger, miles	....	30
Average amount received from each passenger	....	$ 0.888
Average rate of fare per mile for all passengers	....	0.29
FREIGHT TRAFFIC.		
Total tons of freight carried	....	78,987
Average rate per ton per mile received for all freight	....	$ 0.0191
CAR MILEAGE.		
Number of miles run by loaded freight cars east and south Number of miles run by loaded freight cars west and north	....	747,703
Number of miles run by empty freight cars east and south Number of miles run by empty freight cars west and north	....	310,276
Total freight car mileage	....	1,057,979

SPEED OF TRAINS IN DAKOTA.

SPEED OF TRAINS.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, miles per hr..	....	25
Rate of speed of freight trains, including stops, miles per hr....	....	10

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	....	......	38,706	49.00
Flour	....	......	127	.2
Other agricultural products	....	......	....	......
Lumber and forest products	....	......	14,415	18.7
Coal	....	......	9,541	12.00
Manufactures—articles shipped from point of production	....	......	837	01.1
Merchandise, and other articles not enumerated above	....	......	15,361	19.00
Total tons carried	....	......	78,987	100

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	....	......	152	77.9
Flour	....	......	12	06.1
Merchandise and other articles not enumerated above	....	......	31	16.00
Total tons carried	....	......	195	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot or at the office of such express company?

American Express Company; one and one-half first class rates on merchandise; first class on beer; we take freight at depot.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

No.

What is the total amount paid by your company to palace or sleeping car companies, to what companies and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Nothing.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota, and on what terms of service?

$47.88 per mile per annum.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

Twenty-five cents per trip to and from depot at Minneapolis, Minn.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

28 3-10.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

None.

LANDS—CONGRESSIONAL GRANT.

No land grant.

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1887.

INJURED.

Date.	Name and Occupation.	Place.	Cause of Accident.	Character of Injury.
1887 May 27	Chas. Weiss, laborer,	Ledgerw'd.	Caught bet. handle of wood car and water keg.	Finger off at first joint.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
Miscellaneous	......	......	......	......	1	......
Total	......	......	.....	......	1	......

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons injured during the year 1

Number of casualties purely accidental during the year.................. 1

Officers of the Company, With Location of Offices.

President, W. D. Washburn, Minneapolis, Minn.; *Vice-President*, Thomas Lowry, Minneapolis Minn.; *Secretary*, M. P. Hawkins, Minneapolis, Minn.; *Treasurer*, H. E. Fletcher, Minneapolis, Minn.; *General Manager*, F. D. Underwood, Minneapolis, Minn.; *Chief Engineer*, W. W. Rich, Minneapolis, Minn.; *Auditor*, C. W. Gardner, Minneapolis, Minn.; *General Passenger Agent*, John G. Taylor, Minneapolis, Minn.; *General Freight Agent*, H. L. Shute, Minneapolis, Minn.

Directors.

W. D. Washburn, Minneapolis, Minn., Thomas Lowry, Minneapolis, Minn.; J. K. Sidle, Minneapolis, Minn.; J. C. Oswald, Minneapolis, Minn.; John Martin, Minneapolis, Minn.; H. E. Fletcher, Minneapolis Minn.; C. H. Pettit, Minneapolis, Minn.

Date of annual meeting of stockholders, third Monday in September.

General offices of the company are located at Minneapolis, Minn.

REPORT

OF THE

FREMONT, ELKHORN & MISSOURI VALLEY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association	....	$ 30,000,000 00
Amount authorized by vote of the company	....	30,000,000 00
Amount issued, number of shares 21,750, amount paid in	....	21,750,000 00
Amount of common stock issued	....	21,750,000 00
Total amount paid in, as per books of the company	....	$ 21,750,000 00

Amount of stock per mile of road	$ 28,009 22
Amount of stock representing the road in Dakota, (proportional)	2,400,110 06
Amount of stock held in Dakota	None
Total number of stockholders	10
Number of stockholders in Dakota	None

Date road entered territory—Opened December 14, 1885.

DEBT.

DEBT.	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
Consolidated mortgage bonds 6 per cent. due Oct. 1, 1933, rate of interest 6 per cent		$ 13,207,000 00
Car Trust bonds due $40,000 annually to March 1, 1896, rate of interest 6 per cent		360,000 00
Total amount of funded debt		$ 13,567,000 00
FLOATING DEBT.		
Total amount of floating debt		$ 123,611 17
Total amount of debt liabilities		13,690,611 17
Amount of debt per mile of road		17,630 50
Amount of debt representing the road in Dakota (proportional)		1,510,757 55
Total amount of stock and debt		35,440,611 17
Amount of stock and debt per mile of road		45,639 72
Amount of interest paid representing the road in Dakota, proportional		73,453 15

COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately).	Last Year.	Present Year.
Grading, bridging and masonry, superstructure including rails, land, land damages and fences, passenger and freight stations, coal sheds and water stations, engine houses, car sheds and turn-tables, machine shops, including machinery and tools, interest paid during construction, discounts, etc., engineering, agencies, salaries and other expenses during construction, all other items charged to constrution not enumerated above, double track, average cost of construction per mile of road, proportion of cost of construction for Dakota, locomotives, snow plows on wheels, passenger, mail, baggage and express cars, parlor, dining and sleeping cars, freight and other cars, wrecking cars, pile-drivers and tools, average cost of equipment per mile of road operated by company, proportion of cost of equipment for Dakota		Cannot be Separated.
Total cost of road and equipment		$ 34,294,876 91
* Average cost of road and equipment per mile, 776.53 miles		$ 44,164 26
Proportion of cost of road and equipment for Dakota		3,784,435 44
Average cost of road and equipment per mile in Dakota, 85.69 miles		44,164 26

---

* Equipment also operates 76.79 miles of leased lines in Wyoming not included in these miles.

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

		Last Year.	Present Year.
Grading and masonry		....	$ 1,115,172 75
Bridging		....	220,237 84
Superstructure, including rails		....	1,085,954 54
Land and land damages		....	647,786 10
Fences, road crossings and signs		....	27,192 14
Passenger and freight stations, coal sheds and water stations		....	186,855 30
Engine houses, car sheds, and turn-tables			
Machine shops, including machinery and tools			
Engineering, agencies, salaries and other expenses during construction		....	49,616 46
Purchase of other roads (specifying the same) and all particulars,			
Construction of side tracks		....	23,972 76
Construction of telegraph		....	2,577 45
Accouut of contracts for construction and equipmeut for incompleted extensions and branches of this company's road in Nebraska and Dakota		....	6,750,000 00
Total for construction		....	$ 10,109,365 34
EQUIPMENT.			
Locomotives	22	....	....
Passenger, mail, baggage and express cars	2	....	....
Freight and other cars	260	....	....
Wrecking-cars, pile-drivers and tools	5	....	....
Total for equipment		....	$ 296,285 62
Total expenditures charged to property account		....	$ 10,405,650 96
Net addition to property account for the year		....	$ 10,405,650 96

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From all passengers	....	$ 637,655 79
From express	....	45,480 52
From mails	....	84,428 07
Total earnings, passenger department	....	$ 767,564 38
Earnings per train mile run ..... 503,220 miles	....	1 52.5
EARNINGS, FREIGHT.		
Total earnings, freight department	....	$ 1,822,229 98
Earnings per train mile run ..... 1,074,015 miles	....	1 69.66
Total transportation earnings	....	$ 2,589,794 36
Transportation earnings per train mile run, from all trains earning revenue ..... 1,577,243 miles	....	1 64.19
Transportation earnings per mile of road operated, 760.09 miles	....	3,407 22
Proportion of transportation earnings for Dakota	....	277,211 42
Miscellaneous earnings	....	42,779 87
Total earnings from all sources	....	$ 2,632,574 23
Proportion of earnings for Dakota	....	$ 281,790 63

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES.)

CLASS 1.	Last Year.	Present Year.
Repairs of road-bed and track		$ 247,383 23
Renewal of rails		148,274 27
No. tons laid, steel 4,852 1740-2000		
No. tons laid, iron 758 1231-2000		
Renewal of ties		23,099 71
Number ties laid 47,313		
Repairs of bridges, including culverts and cattle guards		12,339 32
Repairs of fences, road crossings and signs		4,335 80
Repairs of buildings, sections and water tanks		19,316 37
Total		$ 454,748 70
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of Locomotives		$ 60,100 54
Repairs of passenger cars		13,624 82
Repairs of freight cars		35,598 36
Total		$ 109,323 72
CLASS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotives		$ 212,909 93
Water supply		3,714 32
Oil and waste		16,227 57
Locomotive service		137,304 17
Passenger train service		27,284 92
Passenger train supplies		5,283 78
Mileage of passenger cars (debit balance)		29,347 26
Freight train service		67,185 84
Freight train supplies		1,521 87
Mileage of freight cars (debit balance)		5,958 77
Telegraph expenses (maintenance and operating)		24,636 26
Damage and loss of freight and baggage		3,808 99
Damages to property and cattle		6,230 50
Personal injuries		11,757 14
Agents and station service		114,752 53
Station supplies		10,795 80
Total		$ 669,719 65

EXPENSES OF OPERATING, ETC.—*Continued.*

CLASS 4—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks	....	$ 27,593 40
Legal expenses	....	5,880 28
Stationery and printing	....	12,090 48
Outside agences and advertising	....	11,177 06
Contingencies	....	11,663 72
Taxes in Dakota .... $ 2,425 82 Taxes in other states .... 71,598 11 Total taxes.	....	74,023 93
Total	....	$ 142,440 96

RECAPITULATION OF EXPENSES.

RECAPITULATION OF EXPENSES.	Last Year.	Present Year.
Maintenance of way and buildings	....	$ 454,748 70
Maintenance of motive power and cars	....	109,323 72
Conducting transportation	....	669,719 65
General expenses, including taxes	....	142,440 96
Total operating expenses and taxes	....	$ 1,376,233 03
Operating expenses and taxes per mile of road operated, 760.09 average miles	....	1,810 62
Operating expenses and taxes per train mile run, for trains earning revenue, 1,577,243 miles	....	0 87.26
Proportion of operating expenses and taxes for Dakota	....	147,312 04
Percentage of expenses and taxes to earnings	....	52.27

GENERAL EXHIBIT.

	Last Year.	Present Year.
Total earnings	....	$ 2,632,574 23
Total expenses, including taxes	....	1,276,233 03
Net earnings	....	$ 1,256,341 20
Rentals, specifying amount paid to each company: 4½ paid S. C. & P. R. Co for use of track	....	12,859 35
Interest accruing during the year	....	664,018 62
Interest paid during the year	....	665,638 62
Interest paid during the year on account of the road in Dakota (proprtional)	....	73,453 15
Interest on funded debt	....	664,018 62
Interest paid on funded debt	....	665,638 62
Interest paid on floating debt Interest on floating debt	....	2,010 00
Floating debt liquidated during the year (decrease in floating debt)	....	179,559 28
Balance for the year	....	581,473 23
Balance at commencement of the year	....	486,897 79
Balance at the close of the year June 30, 1887	....	$ 1,068,371 02

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings	....	$ 2,632,574 23
Income from other sources	....	2,010 00
Total income from all sources for the year	....	$ 2,634,584 23
Proportion of income for Dakota	....	282,004 71

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income	....	$ 2,632,584 23
Total operating expenses and taxes	....	1,376,233 03
Net income above operating expenses and taxes	....	$ 1,258,351 20
Net income above operating expenses, taxes, interest and rental..	....	583,473 23
Gross income per train mile run 1,577,243 miles	....	1 66.94
Net income per train mile run 1,577,243 miles	....	0 79.68
Percentage of net income to stock and debt	....	3 54
Percentage of net income to cost of road and equipment	....	3 66

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year	....	$ 486,897 79
Surplus at the close of the year	....	1,068,371 02
Cash	....	1,000 00
Amount absorbed in construction	....	179,290 24
Amount in material and balances from other roads, etc	....	888,080 78

GENERAL BALANCE SHEET.

DR.

Cost of road and equipment	$34,294,876 91
Material on hand	493,755 94
S. C. & P. R. R. Car Trust bonds on hand	1,000 00
Twin Grove Precinct bonds on hand	10,000 00
Center Precinct bonds on hand	7,000 00
City of Lincoln bonds on hand	12,000 00
Chicago & Northwestern Ry. Co	109,063 53
Cash	1,581,285 81
Total	$36,508,982 19

GENERAL BALANCE SHEET.

CR.

Capital stock	$21,750,000 00
Consolidated 6 per cent, bonds	13,207,000 00
S. C. & P. R. R. Car Trust bonds	360,000 00
Accrued interest on bonds	123,611 17
Income account	1,068,371 02
Total	$36,508,982 19

MILES OF COMPLETED ROAD.

LINES OWNED AND BUILT BY THE FREMONT, ELKHORN & MISSOURI VALLEY RAILROAD CO.

When Opened.	Termini.	Miles.			
		Total.	Nebraska.	Dakota.	Wyoming.
1871	Fremont to Wisner	52.21	52.21	....	....
1879	Wisner to Battle Creek	39.10	39.10	....	....
1879	Battle Creek to Oakdale	19.40	19.40	....	....
1880	Oakdale to Neligh	5.40	5.40	....	....
1881	Neligh to O'Neill	39.60	39.60	....	....
1881	O'Neill to Long Pine	58.00	58.00	....	....
1882	Long Pine to Thatcher	49.70	49.70	....	....
1883	Thatcher to Valentine	6.30	6.30	....	....
Aug 9, 1885	Valentine to Chadron	136.80	136.80	....	....
Dec 14, 1885	Chadron to Buffalo Gap	55.60	18.05	37.55	....
July 5, 1886	Buffalo Gap to Rapid City	48.14	....	48.14	....
Sept 1, 1886	Dakota Jct. to State Line (Wyo.)	58.02	58.02	....	....
Sept 13, 1886	Fremont to Wahoo	22.40	22.40	....	....
Oct 25, 1886	Wahoo to Lincoln	29.71	29.71	....	....
Dec 6, 1886	Scribner to Lindsay	60.79	60.79	....	....
June 13, 1887	Lindsay to Oakdale	53.30	53.30	....	....
1880	Norfolk Jct. to Plainview	31.76	31.76	....	....
1881	Plainview to Creighton	10.30	10.30	....	....
	Total	776.53	690.84	85.69	....
	LEASED LINE BUILT BY WYOMING CENTRAL RAILWAY.				
Sept 1, 1886	Wyoming State Line to Douglas	76.79	....	....	76.79
	Grand Total	853.32	690.84	85.69	76.79

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Total length of road belonging to this company		776.53
Total miles of road belonging to this company in Dakota		85.69
Aggregate length of track computed as single track, exclusive of sidings		776.53
Same in Dakota		85.69
Total length of steel rails in tracks in Dakota, exclusive of sidings		85 69
Weights per yard, steel......60 lbs		
Guage of track, ...4 ft. 8½ in		
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
See preceding table.		
Total length of above roads		76.79
Total length of above roads in Dakota		None.
Total length of above roads in other states (specifying each.)		
Total length of above roads in Wyoming		76.79
Total miles of road operated by this company		853.32
Total miles of road operated by this company in Dakota		85.69

DESCRIPTION OF ROAD—*Continued.*

NEW LINES.	Miles.	Opened.
Buffalo Gap to Rapid City	48.14	July 5, 1886
Dakota Jct. to State Line (Wyoming)	58.02	Sept. 1, 1886
Fremont to Wahoo	22.40	Sept. 13, 1886
Wahoo to Lincoln	29.71	Oct. 25, 1886
Scribner to Lindsay	60.79	Dec. 6, 1886
Lindsay to Oakdale	53.30	June 13, 1887
Wyoming State Line to Douglas (leased)	76.79	Sept. 1, 1886
Total	349.15	
Change in old lines:		
Add at Fremont......1.41		
Less change in line to Creighton.......04	1.37	
Grand Total	350.52	

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	....	69
Same in Dakota	....	6
Number of stations on all roads operated by this company	....	72
Same in Dakota	....	6
Number of telegraph offices in stations in Dakota	....	6

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company	....	1,826
Same in Dakota	....	123
Amount paid employes, including officials, on all roads operated by this company	....	$ 1,068,898 14
Same in Dakota	....	67,295 04

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Combination bridges over 100 feet in length	......	....	1	180
Wooden trestle and pile	......	....	198	19,722
BOX CULVERTS IN DAKOTA.				
Timber	......	....	3	90
Stone	......	....	5	150
Pipe	......	....	71	21,30
CATTLE-GUARDS.				
Number in Dakota	......	....	32	....

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

LOCATION.	Kind.	Material.	When Built	Length, ft.
Between Buffalo Gap and Rapid City......	107 Pile Bent.	Wood,	1886	10,722
Total...............................	....	....	....	10,722

Give the average number of years the trestle and pile bridges last on your road in Dakota. No data.

Give the average number of years that wooden truss bridges last on your road in Dakota. No data.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	....	14
Average length of sections... ..	....	6
Average number of men in each section gang	....	5

CROSSINGS IN DAKOTA.

Number of highway crossings at grade	27
Number of highway crossings under railroad	1

ROLLING STOCK.

ROLLING STOCK.	LEASED.	OWNED.	TOTAL.
Number of locomotives..	19	55	74
Number of passenger cars....................................	12	10	22
Number of baggage, mail and express cars	5	6	11
Number of box freight cars..................................	400	....	400
Number of stock cars..	190	500	690
Number of platform and coal cars........................	100	250	350
Number of other cars..	....	37	37
Total number of cars....................................	707	803	1,510

ROLLING STOCK—*Continued.*

Maximum weight of locomotives and tenders, 57 tons.

Average weight of locomotives and tenders, 50 tons.

Number of locomotives equipped with train brake, 62.

Kind of brake, Westinghouse air brake.

Maximum weight of passenger cars, 24 tons.

Average weight of passenger cars, 22 tons.

Number of cars equipped with train brake, 33.

Kind of brake, Westinghouse air brake.

Number of passenger cars equipped with Miller platform and buffer, all.

The amount of tonnage that can be carried over each of your roads in the territory, exclusive of cars, by engine of given weight. Weight of engine, 43 tons; 212½ tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year	....	503,228
Miles run by freight trains during the year	....	1,074,015
Miles run by switching trains during the year	....	222,106
Miles run by other trains during the year	....	46,044
Total train mileage	....	1,845,391
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains	....	6
Average weight of passenger trains, exclusive of passengers, pounds	....	257,832
Average number of cars in freight trains	....	21
Average weight of freight trains exclusive of freight, pounds	....	441,120
PASSENGER TRAFFIC.		
Number of through passengers carried	....	40,072
Number of local passengers carried	....	212,712
Total number of passengers carried	....	252,784
Total passenger mileage, or passengers carried one mile	....	18,582,535
Average distance traveled by each passenger	....	73
Average amount received from each passenger	....	$ 2 52
Highest rate of fare per mile for any distance	....	05
Lowest rate of fare per mile for any distance	....	01.75
Average rate of fare per mile for all passengers	....	03.43

MILEAGE, TRAFFIC, ETC.—*Continued.*

FREIGHT TRAFFIC.	Last Year.	Present Year.
Number of tons of through freight carried	....	351,960
Number of tons of local freight carried	....	99,639
Total tons of freight carried	....	451,599
Total mileage of through freight (tons carried one mile)	....	69,467 787
Total mileage of local freight (tons carried one mile)	....	19,862,311
Total freight mileage, or tons carried one mile	....	89,330,098
Average rate per ton per mile received for through freight	....	$ 01.93
Average rate per ton per mile received for local freight	....	02.43
Average rate per ton per mile received for all freight	....	02.04
* Average cost per ton per mile to move freight	....	....
* Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road	....	....
CAR MILEAGE.		
Number of miles run by loaded freight cars east and south	....	3,339,155
Number of miles run by loaded freight cars west and north	....	8,991,081
Number of miles run by empty freight cars east and south	....	7,295,796
Number of miles run by empty freight cars west and north	....	909,201
Total freight car mileage	....	20,535,233
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south	....	68.60
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north	....	9.18

* No data.

SPEED OF TRAINS IN DAKOTA.

SPEED OF TRAINS IN DAKOTA.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops	....	23
Rate of speed of freight trains, including stops	....	12

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	PrCt.	Tons.	PrCt.
Grain	....	......	125,576	27.81
Flour	....	......	12,194	2.70
Provisions (beef, pork, lard, etc.)	....	......	3,648	.81
Animals	....	......	79,678	17.64
Other agricultural products	....	......	13,396	2.97
Lumber and forest products	....	......	74,401	16.47
Coal	....	......	35,411	7.84
Plaster, lime and cement	....	......	2,458	.54
Salt	....	......	3,504	.78
Petroleum and oil	....	......	2,668	.59
Iron, steel and castings,	....	......	11,010	2.44
Stone and brick	....	......	10,174	2.25
Merchandise and other articles not enumerated above	....	......	77,481	17.16
Total tons carried	....	......	451,599	100

TONNAGE OF ARTICLES TRANSPORTED

WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	PrCt.	Tons.	PrCt.
Grain	....	......	6,250	10.11
Flour	....	......	2,983	4.83
Provisions (beef, pork, lard, etc.)	....	......	530	.86
Animals	....	......	22,517	36.44
Other agricultural products	....	......	3,535	5.72
Lumber and forest products	....	......	5,377	8.70
Coal	....	......	1,500	2.43
Plaster, lime and cement	....	......	78	.13
Salt	....	......	691	1.12
Petroleum and oil	....	......	717	1.16
Iron, steel and castings	....	......	1,729	2.80
Stone and brick	....	......	989	1.60
Merchandise and other articles not enumerated above	....	......	14,895	24.10
Total tons carried	....	......	61,791	100

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

Wells, Fargo & Co. have the right to do express business over the line, paying various rates, depending upon weight carried. They deliver their freight into this company's cars.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

None in Dakota.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings?

Nothing in Dakota.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota, and on what terms of service?

$147.92 per mile per annum for 85.69 miles between State Line and Rapid City.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota.

Not kept separate.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

Western Union Telegraph Company and this company jointly have about 87 miles in Dakota.

LANDS—CONGRESSIONAL GRANT.

None in Dakota.

STATEMENT OF ACCIDENTS.

INJURED.

Date.	Name and Occupation.	Place.	Cause of Accident.	Character of Injury.
1886				
Oct. 1	Gus Lindal, Sec. foreman,	Oelrichs	Jumped from moving train	Feet bruised, want of caut'n
Dec. 3	John Brady, brakeman,	Rapid City	Coupling cars,	Breast squeezed, "

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
Coupling cars	......	......	......	......	1	......
Getting on and off trains	......	......	......	......	1	......
Total	......	......	......	......	2	......

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons injured during the year	2
Number resulting from lack of caution, carelessness or misconduct	2

Officers of the Company, With location of Offices.

President, M. Hughitt, Chicago, Ill.; *Vice President,* Albert Keep, Chicago, Ill.; *Secretary,* J. B. Redfield, Chicago, Ill.; *Treasurer,* M. M. Kirkman, Chicago, Ill.; *General Manager,* W. F. Fitch, Missouri Valley, Iowa; *Division Superintendents,* E. T. Horn, Norfolk, Neb., Wm. C. Halsey, Chadron, Neb.; *Chief Engineer,* J. E. Ainsworth, Missouri Valley, Iowa; *Superintendent of Telegraph,* E. C. Harris, Missouri Valley, Iowa; *Auditor,* J. B. Redfield, Chicago, Ills.; *General Passenger Agent,* J. R. Buchanan, Missouri Valley, Iowa; *General Freight Agent,* K. C. Morehouse, Missouri Valley, Iowa; *General Attorney,* John B. Hawley, Fremont, Neb.

Directors.

Marvin Hughitt, Chicago, Ill.; Albert Keep, Chicago, Ill.; M. L. Sykes, New York, N. Y.; J. B. Redfield, Chicago, Ill.; P. E. Hall, Cedar Rapids, Iowa; Horace Williams, Clinton, Iowa: David P. Kimball, Boston, Mass.

Date of annual meeting of stockholders, Friday succeeding third Wednesday in May.

Fiscal year of company ends May 31st.

General offices of the company are located at Fremont, Neb. and Chicago, Ill.

STATE OF ILLINOIS, }
County of Cook. } ss.

Marvin Hughitt, president, and J. B. Redfield, secretary of the Fremont, Elkhorn & Missouri Valley Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1887, to the best of their knowledge and belief.

[Signed.] M. HUGHITT,
J. B. REDFIELD,

Subscribed and sworn to before me this 29th day of August, A. D. 1887.

[SEAL.] J. F. Cleveland,
Notary Public.

REPORT

OF THE

BLACK HILLS & FORT PIERRE RAILROAD CO.

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association ....$500,000 00	$ 500,000 00	
Amount issued, number of shares, 5,000.............am't paid in	300,000 00	$ 300,000 00
Amount of common stock issued, shares	5,000	.
Total amount paid in, as per books of the company	300,000 00	300,000 00

Amount of stock per mile of road	$ 33,333
Amount of stock representing the road in Dakota	500,000
Amount of stock held in Dakota	700
Total number of stockholders	5
Number of stockholders in Dakota	3

Date road entered territory, 1881.

DEBT.

DEBT.	Present Year.	Last Year.
Total amount of stock and debt	$ 500,000 00	$ 500,000 00
Amount of stock and debt per mile of road	33,333 00	33,333 00

COST OF ROAD AND EQUIPMENT.

Construction of Road and Branches (not Reported Separately.)	Last Year.	Present Year.
Grading, bridging and masonry, superstructure, including rails, land, land damages and fences, passenger and freight stations, coal sheds and water stations, engine houses, car sheds and turn tables, machine shops, including machinery and tools, interest paid during construction, discounts, etc., engineering, agencies, salaries and other expenses during construction, all other items charged to construction not enumerated above	....	No separate account kept.
Total expended for construction and equipment	$ 300,000 00	$ 300,000 00
Average cost of construction per mile of road........ 15 miles Proportion of cost of construction for Dakota, inc. equipment	....	20,000 00
Total cost of road and equipment	300,000 00	300,000 00
Average cost of road and equipment per mile .... 15 miles	20,000 00	20,000 00
Proportion of cost of road and equipment for Dakota........All.	....	....
Average cost of road and equipment per mile in Dakota, 15 miles	20,000 00	20,000 00
Estimated present cash value of all your property in the territory, not including land grant or undivided profits	100,000 00	100,000 00

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

EQUIPMENT.	Last Year.	Present Year.
Locomotives 3	....	....
Passenger, mail, baggage and express cars.........................1	....	....
Freight and other cars...60	....	....
Total for equipment	....	$ 300,000 00

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers	....	No separate account kept.
From through passengers	....	
From all passengers	....	
From express and baggage	....	
From mails	....	
From other sources passenger department	....	
Total earnings, passenger department	$ 672 75	$ 464 50
EARNINGS, FREIGHT.		
Total earnings, freight department, local $69,975 65	$ 68,964 65	....
Total transportation earnings	$ 69,637 40	70,440 15
Proportion of earnings for Dakota .... All for Dakota	....	....
Earnings from all other sources	798 56	2,325 18
Total earnings from all sources	$ 70,435 96	$ 72,765 33
Proportion of earnings for Dakota .... All for Dakota	....	....

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES).

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track	... .	No separate account kept.
Renewal of rails	....	
No. tons laid, steel ... 300	....	
Renewal of ties	....	
No. laid ... 20,000	....	
Repairs of bridges, including culverts and cattle guards	....	
Repairs of fences, road-crossings and signs	....	
Repairs of buildings, sections and water-tanks	....	
Total	$ 44,507 95	$ 48,111 57
CLESS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotvies, water supply, oil and waste, locomotive service, passenger train service, passenger train supplies, mileage of passenger cars (debit balance) freight train service, freight train supplies, mileage of freight cars (debit balance), telegraph expenses (maintenance and operating), damage and loss of freight and baggage, damages to property and cattle, personal injuries, agents and station service, station supplies	....	No separate account kept.
Total, including taxes $1,433 19	$ 37,178 35	$ 39,663 66
CLASS 4—GENERAL BXPENSES.		
Salaries of general officers and clerks	....	No separate account kept.
Legal expenses	....	
Insurance	....	
Stationery and printing	....	
Outside agencies and advertising	....	
Contingencies	....	
Taxes in Dakota ... $1,433 19	$ 2,556 91	$ 1,433 19

RECAPITULATION OF EXPENSES.

RECAPITULATION OF EXPENSES.	Last Year.	Present Year.
Maintenance of way and buildings, including right of way.......	$ 44,507 95	$ 48,111 57
General expenses, including taxes...............................	$ 37,178 35	39,663 66
Total operating expenses and taxes.........................	$ 81,686 30	$ 86,775 23
Operating expenses and taxes per mile of road operated....miles	....	5,851 68
Operating expenses and taxes per train mile run, for trains earning revenue ....No account kept	....	....
Proportion of operating expenses and taxes for Dakota...... All	....	....
Expenses of running and management of passenger trains....... ....No account kept	....	....
Expenses of running and management of passenger trains per train mile..............................No account kept	....	....
Expenses of running and management of freight trains.......... .... No account kept	....	....
Expenses of running and management of freight trains per train mile..................................No account kept	....	....
Percentage of expenses to earnings.............................	115	120

GENERAL EXHIBIT.

GENERAL EXHIBIT.	Last Year.	Present Year.
Total earnings	$ 70,435 96	$ 72,765 33
Total expenses, including taxes..................................	81,686 30	87,775 23
Interest accruing during the year, interest paid during the year, interest paid during the year on account of the road in Dakota, interest on funded debt, interest paid on funded debt, interest on floating debt, interest paid on floating debt, dividends declared, [....per cent.], interest falling due during the year and not paid, floating debt liquidated during the year, balance for the year.................None	....	....

Net earnings remain in treasury.

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings..	$ 70,435 96	$ 72,765 33
Total income from all sources for the year	$ 70,435 96	$ 72,765 33
Proportion of income for Dakota ....All	....	....

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income	$ 70,435 96	$ 72,765 33
Total operating expenses and taxes	81,686 30	87,775 23

Road not operated in January, February, March and April.

GENERAL BALANCE SHEET.

DR.

Operating expenses	$ 38,230 47
Maintenance of way	48,011 57
Right of way	100 00
Taxes	1,433 19
Balance	34,935 67
Total	$ 122,710 90

GENERAL BALANCE SHEET.

CR.

Balance	$ 49,945 57
Earnings for transportation of freight	69,975 65
Earnings for transportation of passengers	464 50
Earnings from all other sources	2,325 18
Total	$ 122,710 90

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from Golden Gate to ElkCreek in Dakota	....	15
Total length of road belonging to this company	....	15
Total length of road belonging to this company in Dakota	....	15
Aggregate length of sidings and other tracks not above enumer'd	....	2
Same in Dakota	....	2
Aggregate length of track computed as single track, exclusve of sidings	....	15
Same in Dakota	....	15
Total length of steel rails in tracks in Dakota, exclusive of sidings	....	10
Total length of iron rails in tracks in Dakota, exclusive of sidings	....	5
Weights per yard, steel.............40 pounds	....	....
Weights per yard, iron.............30 lbs to 35 lbs	....	....
Gauge of track.............3 feet	....	... .
Total miles of road operated by this company	....	15
Total miles of road operated by this company in Dakota	....	15

STATIONS.

STATIONS.	Last Year.	Present Year.
Number of stations on all roads owned by this company	....	4
Same in Dakota	....	4
Number of stations on all roads operated by this company	....	4
Same in Dakota	....	4

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company	....	50
Same in Dakota	....	50
Amount paid employes, including officials, on all roads operated by this company	....	No separate
Same in Dakota, average per month	....	account kept

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Wooden trestle and pile	18	3,044	8	3,044
BOX CULVERTS IN DAKOTA.				
Timber	12	360	12	360

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

None.

Give the average number of years the trestle and pile bridges last on your road in Dakota. Built in 1881-2; still good.

Give the average number of years that wooden truss bridges last on your road in Dakota. None.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	3	3
Average length of sections	5	5
Average number of men in each section gang	6	6
Number of new ties laid in track during the year in Dakota	20,000	20,000
Average number of new ties per mile of road	1,333	1,333
New rails laid in track during the year in Dakota, steel, 300 tons, miles	5	5
Total track laid with new rails during the year in Dakota, miles	5	5

What is the average number of years that iron rails last in your track on main line in Dakota? Five years.

What is the average number of years that steel rails last in your track on main line in Dakota? Now on trial.

What is the average number of years that ties last in your track in Dakota? Four years.

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

None.

What railroads cross your road, either over or under, and at what locality?

None.

Number of highway crossings at grade, 6.

Number of highway crossings under railroad, 4.

FENCING IN DAKOTA. None.

ROLLING STOCK.

ROLLING STOCK.	Leased.	Owned.	Total.
Number of locomotives	....	3	3
Number of passenger cars	....	1	1
Number of platform and coal cars	....	60	60
Total number of cars	....	64	64

Maximum weight of locomotives and tenders, 46 tons; not in use.
Average weight of locomotives and tenders, 20 tons; in use.
Number of locomotives equipped with train brake, none.
Kind of brake, steam and hand.
Maximum weight of passenger cars, 9 tons.
Average weight of passenger cars, 9 tons.
Kind of brake, hand.
Number of passenger cars equipped with Miller platform and buffer, none.
The amount of tonnage that can be carried over each of your roads in the territory exclusive of cars, by engine of given weight. Weight of engine 20 tons, 40 tons; weight of engine, 30 tons, 60 tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year	....	Run only mixed trains.
Miles run by freight trains during the year	....	
Miles run by switching trains during the year	....	No account kept.
Miles run by other trains during the year	....	
Total train mileage	....	36,000
CARS AND WEIGHT OF TRAINS.		
Average number of cars in freight trains	....	8
Average weight of freight trains, exclusive of freight, tons	....	36

MILEAGE, TRAFFIC, ETC.—*Continued.*

PASSENGER TRAFFIC.	Last Year.	Present Year.
Number of through passengers carried, number of local passengers carried, number of special ticket passengers carried, total passenger mileage, or passengers carried one mile, average distance traveled by each passenger, average amount received from each passenger..... No account kept	....	... .
Highest rate of fare per mile for any distance....................	....	Five cents.
Lowest rate of fare per mile for any distance.....................	....	
Average rate of fare per mile for all passengers.................	....	
FREIGHT TRAFFIC.		
Account kept by the car load.		

SPEED OF TRAINS IN DAKOTA.

SPEED OF TRAINS.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, miles per hr..	....	19
Rate of speed of freight trains, including stops, miles per hr....	....	10

TONNAGE OF ARTICLES TRANSPORTED. No account kept.

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE TERRITORY OF DAKOTA. No account kept.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot or at the office of such express company?

None.

SLEEPING CARS.

Do sleeping, parlor or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

No.

What is the total amount paid by your company to palace or sleeping car companies, to what companies and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings.

Nothing.

ADDITIONAL QUESTIONS—*Continued.*

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota, and on what terms of service?

Nothing.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

Nothing.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

None.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

None.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, George Hearst; *Secretary*, Thos. J. Grier; *Treasurer*, James B. Haggin; *General Superintendent*, Thos. J. Grier; *Assistant General Superintendent*, Richard Blackstone, *Chief Engineer*, Richard Blackstone; *General Solicitor*, G. C. Moody.

DIRECTORS.

George Hearst, San Francisco, Cal.; James B. Haggin, San Francisco, Cal.; Thos. J. Grier, Lead City, Dakota; D. K. Dickinson, Lead City, Dakota; G. C. Moody, Deadwood, Dakota.

Date of annual meeting of stockholders, Tuesday in June.

Fiscal year of company ends, December 31.

General offices of the company are located at Lead City, Dakota.

TERRITORY OF DAKOTA, }
COUNTY OF LAWRENCE. } ss.

Thomas J. Grier, who is the secretary and general superintendent of the Black Hills & Fort Pierre Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1887, to the best of their knowledge and belief.

[Signed] THOMAS J. GRIER,
Sec. and Gen. Snpt.

Subscribed and sworn to before me this 6th day of September, A. D. 1887.

[SEAL.] WALTER E. SMEAD, Notary Public,

REPORT

OF THE

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.	Last Year.	Present Year.
Amount authorized by articles of association..........$10,000,000	$ 10,000,000 00	....
Amount authorized by vote of the company..........$30,000,000	30,000,000 00	....
Amount issued, number of shares 55,000, amount paid in........	5,500,000 00	$ 5,500,000 00
Amount of common stock issued......................$ 5,500,000	5,500,000 00	....
C. R., I. T. & N. W. authorized by articles of incorporation. .... $ 2,000,000	2,000,000 00	....
C. R., I. T. & N. W. authorized by vote of the company........ .... $18,000,000	18,000,000 00	....
Number of shares issued................................ 6,050	6,050	6,050
Iowa Cy. & Wn. authorized by articles of incorporation .... $ 2,000,000	2,000,000 00	....
Number of shares issued................................6,000	6,000	6,000
C. R. & Clinton authorized by articles of incorporation......... .... $ 2,000,000	2,000,000 00	....
Number of shares issued..	3,000	3,000
Chicago, Dec. & Minnesota authorized by articles of incorporation ....$ 2,000,000	2,000,000 00	....
Number of shares issued..................................2,300	2,300	2,300
Total amount paid in, as.... per books of the company..........	7,235,000 00	7,235,000 00

Amount of stock per mile of road last year, $7,388.15; present year................$	7,039 37
Amount of stock representing the road in Dakota	None owned
Amount of stock held in Dakota..	None
Total number of stockholders last year, 404; present year..........................	424
Number of stockholders in Dakota..	None

Date road entered territory—About November 1, 1884.

DEBT.

DEBT.	Last Year.	Present Year.
FUNDED DEBT AS FOLLOWS:		
First mortgage bonds due June 1, 1906, rate of interest 5 per cent	$ 6,500,000 00	$ 6,500,000 00
Amount of interest paid on same during the year.....$325,000 00	....	....
M. & St. L. first mortgage bonds due June, 1927, rate of interest 7 per cent.....$150,000 00	....	.. ..
Amount of interest paid on same during the year.......$10,500 00	....	....
Iowa City & Wn. first mortgage bonds due June 1, 1909, rate of interest 7 per cent.....$584,000 00	....	....
Amount of interest paid during the year.......$40,880 00	....	....
Cedar Rapids, Iowa Falls & N. W. first mortgage bonds due April, 1920, rate of interest 6 per cent.........$825,000 00	....	. ...
Amount of interest paid on same during the year...... $49,500 00	....	....
Cedar Rapids, Iowa Falls & N. W. first mortgage bonds due October, 1921, rate of interest 5 per cent.....$1,905,000 00	....	....
Amount of interest paid on same during the year......$95,250 00	....	....
Consolidated Railway first mortgage bonds due April, 1934, rate of interest 5 per cent.....$4,816.000 00	... .	....
Amount of interest paid on same during the year.....$240,800 00	....	....
Total amount of funded debt	$ 6,500,000 00	$ 6,500,000 00
FLOATING DEBT.		
Incurred for vouchers and pay roll.................$240,130 51	$ 276,297 66	$ 240,130 51
Total amount of floating debt	$ 276,297 66	$ 240,130 51
Contingent liability as guarantor of bonds and debts of other roads	8,130,000 00	8,280,000 00
B C. R. & N. Ry	6,500,000 00	6,500,000 00
Total amount of debt liabilities	$ 14,906,297 66	$ 15,020,130 51
Amount of debt per mile of road	15,221 84	14,614 00
Amount of debt representing the road in Dakota (on mileage basis	1,109,215 48	1,209,454 64
Total amount of stock and debt	22,141,297 66	22,255,130 51
Amount of stock and debt per mile of road	22,610 00	21,653 38
Amount of interest paid representing the road in Dakota, on mileage basis	54,652 50	58,361 25

COST OF ROAD AND EQUIPMENT.

COST OF ROAD AND EQUIPMENT.	Last Year.	Present Year.
Construction of road and branches (not reported separately)... .	$ 19,360,120 89	$ 19,455,675 65
Grading..	....	182,672 69
Bridging and masonry	526 95	26,009 25
Sidings	16,599 78	231,324 51
Fences	19,303 80	4,241 97
Passenger and freight stations, coal sheds and water stations...	7,117 63	31,118 38
Engine houses, car sheds and turn tables........................	2,092 37	12,615 46
Engineering, agencies, salaries and other expenses during construction	11,308 76	7,963 33
All other items charged to construction, not enumerated above, right of way..	38,605 47	29,485 47
Total expended for construction............................	$ 19,455,675 65	$ 19,981,106 71
Average cost of construction per mile of road.....1,027$\frac{76}{100}$ miles	$ 19,867 52	$ 19,440 83
Proportion of cost of construction for Dakota........82$\frac{76}{100}$ miles	1,447,746 18	1,608,923 10
Locomotives	1,024,726 51	1,035,970 32
Snow plows on wheels...	1,411 85	1,932 90
Passenger, mail, baggage and express cars......................	330,359 20	342,720 95
Freight and other cars	2,037,691 86	2,042,921 46
Wrecking cars, pile drivers and tools..........................	1,769 21	1,769 21
Total for equipment..	3,395,958 63	3,425,314 84
Average cost of equipment per mile of road operated by company, 1,027$\frac{79}{100}$ miles	3,467 84	3,332 70
Proportion of cost of equipment for Dakota..........82$\frac{76}{100}$ miles	252,701 50	275,814 25
Total cost of road and equipment...........................	$ 22,851,634 28	$ 23,406,421 55
Average cost of road and equipment per mile, 1,027$\frac{79}{100}$ miles	$ 23,335 37	$ 22,773 54
Proportion of cost of road and equipment for Dakota, 82$\frac{76}{100}$ miles	1,700,448 41	1,884,738 17
Average cost of road and equipment per mile in Dakota, 82$\frac{76}{100}$ miles..	23,335 37	22,773 54
Estimated present cash value of all your property in the territory, not including land grant.......................Cannot state	....	....

PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

		Last Year.	Present Year.
Grading		....	$ 182,672 69
Bridging and masonry		$ 526 95	26,009 25
Sidings		16,599 78	231,324 51
Fences		19,303 80	4,241 97
Passenger and freight stations, coal sheds and water stations		7,117 63	31,118 38
Engine houses, car sheds and turn tables		2,092 37	12,615 46
Engineering, agencies, salaries and other expenses during construction		....	7,963 33
Purchase of other roads (specifying the same) and all particulars,			
Right of way Sioux Falls branch		4,132 23	23,962 33
Right of way C. R. I. F. & N. W. Ry		34,257 14	3,732 00
Right of way C. R. & Clinton Ry		216 00	1,766 14
Right of way Chicago, Decorah & Minn. Ry		....	25 00
Total for construction		$ 84,246 00	$ 525,431 06
EQUIPMENT.			
Locomotives	1	$ 57,800 00	$ 11,243 81
New snow plows	1	....	521 05
Passenger, mail, baggage and express cars	1	15,918 20	12,361 75
Combination chair cars	2	....	....
Freight and other cars	16	....	5,229 60
Total for equipment		$ 73,718 20	....
Any other expenditures charged to property account, B. C. & N. old right of way claims		$ 11,308 76	7,771 32
Real estate		....	3,257 27
Total expenditures charged to property account		$ 169,272 96	$ 565,815 86
Net addition to property account for the year		$ 169,272 96	$ 565,815 86

ANALYSIS OF EARNINGS.

EARNINGS, PASSENGER.	Last Year.	Present Year.
From local passengers	....	$ 380,777 27
From through passengers	....	300,551 79
From all passengers	$ 671,888 71	$ 681,329 06
From express and baggage	54,758 75	56,160 00
From mails	65,921 29	71,927 52
Total earnings, passenger department	$ 792,568 75	$ 809,416 58
Earnings per train mile run .... 1,052,141 miles, $\$0.76\frac{949}{1000}$	....	....
EARNINGS, FREIGHT.		
From local .... $ 683,998 25	....	....
From through 1,542,533 19	....	....
Total earnings, freight department	$ 2,148,459 59	$ 2,226,531 44
Earnings per train mile run .... 1,771,179 miles, $\$1.25\frac{652}{1000}$	....	....
Total transportation earnings	$ 2,941,028 34	$ 3,036,148 02
Earnings per train mile run, from all trains earning revenue .... 2,823,320 miles, $\$1.07\frac{538}{1000}$	$ $1\ 09\frac{627}{1000}$	....
Eearnings per mile of road operated ..... $1{,}039\frac{18}{100}$ miles, $2,921 67	2,968 75	....
Proportion of earnings for Dakota	78,461 73	$ 85,039 32
Rents received for use of road	4,200 00	4,200 00
Earnings from all other sources	....	34,183 43
Elevator earnings .... $ 1,054 45	....	....
Telegraph earnings 33,128 98	....	....
Total earnings from all sources	$ 2,945,228 34	$ 3,074,531 45
Proportion of earnings for Dakota	$ 78,461 73	$ 85,039 32

EXPENSES OF OPERATING ROAD FOR THE YEAR.

MAINTENANCE OF WAY AND BUILDING (CHARGED TO OPERATING EXPENSES.)

CLASS I.	Last Year.	Present Year.
Repairs of road-bed and track	$ 360,340 41	$ 380,823 56
Renewal of rails	71,009 16	64,467 56
No. tons laid, steel 3,217$\frac{602}{1000}$	26$\frac{85}{1000}$	....
Renewal of ties	83,994 14	99,292 89
Number ties laid 253,003	210,068	....
Repairs of bridges, including culverts and cattle guards	83,202 39	80,125 34
Repairs of fences, road crossings and signs	9,345 02	21,508 57
Repairs of buildings, sections and water tanks	59,663 53	38,480 98
Total	$ 667,554 65	$ 684,698 90
CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.		
Repairs of Locomotives	$ 146,810 76	$ 129,348 08
Repairs of passenger cars	33,695 42	36,526 90
Repairs of freight cars	97,512 30	121,033 27
Total	$ 278,018 48	$ 286,908 25
CLASS 3—CONDUCTING TRANSPORTATION.		
Fuel for locomotives	$ 165,907 40	$ 196,050 85
Water supply	11,508 75	17,854 36
Oil and waste	20,810 48	24,067 18
Locomotive service	218,343 23	227,277 95
Passenger train service	38,419 46	42,513 83
Passenger train supplies	14,938 04	14,786 50
Mileage of passenger cars (debit balance)	12,576 42	14,646 59
Freight train service	132,016 89	139,646 76
Freight train supplies	21,742 07	16,224 60
Telegraph expenses (maintenance and operating)	53,294 62	55,861 34
Damage and loss of freight and baggage	9,492 76	3,583 05
Damages to property and cattle	10,816 30	16,826 33
Personal injuries	3,437 10	18,727 27
Agents and station service	143,064 73	150,849 36
Station supplies	23,405 84	24,470 73
Total	$ 879,774 09	$ 960,386 70

EXPENSES OF OPERATING, ETC.—*Continued.*

CLASS 4—GENERAL EXPENSES.	Last Year.	Present Year.
Salaries of general officers and clerks	$ 70,744 31	$ 77,458 86
Legal expenses	5,771 58	9,272 74
Insurance	11,460 00	10,784 54
Stationery and printing	23,013 40	35,430 55
Outside agencies and advertising	53,878 25	34,793 79
Contingencies	17,288 58	15,329 76
Taxes in Dakota ... $ 1,517 85 } Total Taxes.	1,186 89	77,750 00
Taxes in other States ... $76,232 15 }	98,491 14	
Total	$ 281,834 15	$ 260,820 24

RECAPITULATION OF EXPENSES.

	Last Year.	Present Year.
Maintenance of way and buildings	$ 667,554 65	$ 684,698 90
Maintenance of motive power and cars	278,018 48	286,908 25
Conducting transportation	879,774 09	960,386 70
General expenses, including taxes	281,834 15	260,820 24
Total operating expenses and taxes	$ 2,107,181 37	$ 2,192,814 09
Operating expenses and taxes per mile of road operated, 1,027.2 miles average operated	2,026 10	2,134 75
Operating expenses and taxes per train mile run for trains earning revenue, 2,823,320 miles	0 74$\frac{818}{1000}$	77$\frac{667}{1000}$
Proportion of operating expenses and taxes for Dakota,	56,131 52	60,650 89
Expenses of running and management of passenger trains	359,804 39	408,992 21
Expenses of running and management of passenger trains per train mile,	0 37$\frac{196}{1000}$	0 38$\frac{872}{1000}$
Expenses of running and management of freight trains	783,422 92	850,340 47
Expenses of running and management of freight trains per train mile	0 45$\frac{668}{1000}$	0 48$\frac{9}{1000}$
Expenses of running and management of all trains earning revenue	1,143,227 31	1,259,332 68
Percentage of expenses to earnings	71$\frac{545}{1000}$	71$\frac{321}{1000}$

GENERAL EXHIBIT.

GENERAL EXHIBIT.		Last Year.	Present Year.
Total earnings		$ 2,945,228 34	$ 3,074,531 45
Total expenses, including taxes		2,107,181 37	2,192,814 09
Net earnings		838,046 97	881,717 36
Rentals, specifying amount paid to each company:			
Central Iowa Ry	$14,000 00	14,000 00	
Chicago, Rock Island & Pacific Ry	1,200 00	1,200 00	
Account washout	257 87	822 50	
	$15,457 87	$ 16,022 50	$ 15,457 87
Interest accruing during the year		$ 742,550 39	$ 758,855 00
Interest paid during the year		743,123 04	761,639 16
Interest paid during the year on account of the road in Dakota		54,652 50	632,606 39
Interest on funded debt		741,130 00	758,855 00
Interest paid on funded debt		742,550 39	761,639 16
Interest on floating debt		572 65	....
Interest paid on floating debt		572 65	....
Floating debt liquidated during the year		....	276,297 66
Balance for the year		78,901 43	171,677 33
Balance at commencement of the year		328,601 13	407,502 56
Balance at close of the year, June 30, 1887		....	$ 235,825 23

INCOME ACCOUNT.

INCOME ACCOUNT.	Last Year.	Present Year.
Income from earnings	$ 2,945,228 34	$ 3,040,348 02
Income from lands sold or leased during the year	1,421 80	1,054 45
Income from other sources	54,466 29	33,128 98
Total income from all sources for the year	$ 3,001,116 43	$ 3,074,531 45
Proportion of income for Dakota	$ 78,461 73	$ 85,039 32

GENERAL RECAPITULATION.

GENERAL RECAPITULATION.	Last Year.	Present Year.
Total income	$ 3,001,116 43	$ 3,074,531 45
Total operating expenses and taxes	2,107,181 37	2,192,814 09
Net income above operating expenses and taxes	893,935 06	881,517 36
Net income above operating expenses, taxes, interest, and rental	134,789 52	104,420 33
Gross income per train mile run 2,823,320 miles	1 11.86	1 08.89
Net income per train mile run 2,823,320 miles	0 05.02	0 03.698
Percentage of net income to stock and debt	.608	.469
Percentage of net income to cost of road and equipment	.59	.446

SURPLUS.

SURPLUS.	Last Year.	Present Year.
Surplus at the commencement of the year	$ 238,601 13	$ 407,502 56
Surplus at the close of the year	407,502 56	235,825 23
Cash on hand	48,300 17 174,194 58	91,123 03
Amount absorbed in construction	None.	525,431 06
Amount in material and balances from other roads	185,007 81	219,864 85

GENERAL BALANCE SHEET.

DR.

Capital stock authorized, $30,000,000 issued		$ 5,500,000 00
Funded debt:—		
B. C. R. & N. Ry. bonds, 5 per cent. currency	$6,500,000 00	
M. & St. L. Ry. bonds, 7 per cent. gold	150,000 00	
C. R., I. F. & N. W. bonds, 6 per cent. currency	825,000 00	
C. R., I. F. & N. W. bonds, 5 per cent. currency	1,905,000 00	
Iowa City & Wn. Ry. bonds, 7 per cent. currency	584,000 00	
Consolidated Railway bonds, 5 per cent	4,816,000 00	14,780,000 00
Unfunded debt:—		
Vouchers and pay rolls		240,130 51
Additional improvement and equipment		2,857,003 73
Income.—		
Balance net earnings	$1,271,171 49	
Miscellaneous	33,128 98	
Lots leased and sold	1,054 45	1,305,354 92
Total		$ 24,682,489 16

GENERAL BALANCE SHEET.

CR.

Cost of road, equipment and property to June 30, 1887		$ 14,774,728 41
Cost of leased lines to June 30, 1887:—		
C. R., I. F. & N. W. Ry	$6,255,292 98	
Cedar Rapids & Clinton Ry	1,276,680 97	
Chicago, Decorah & Minn. Ry	381,705 46	
Iowa City & Wn. Ry	646,896 34	
		8,560,675 05
Coupon interest		761,639 16
Assets:—		
Railroad bond	$ 505 00	
Due from railways and express companies	69,821 55	
Due from station balances	47,510 91	
Due from Waverly Short Line	21,364 40	
Real estate	202,292 35	
Bills receivable	2,786 00	
Cash on hand	91,123 03	
		435,403 24
Material and fuel account:—		
Machinery department	$ 48,770 18	
Engineers' department	101,273 12	
		150,043 30
Total		$ 24,682,489 16

DESCRIPTION OF ROAD.

DESCRIPTION OF ROAD.	Last Year.	Present Year.
Length main line of road from Burlington to Albert Lea	253.21	229.25
Branches owned by this company:		
Milwaukee division from Lewis to Postville......	94.13	94.13
Muscatine division from Muscatine to Riverside...........	30.58	30.58
Pacific division from Vinton to Holland...................	48.12	48.12
Total length of branches owned by this company...........	172.83	....
Total length of branches owned by this company in Iowa........	172.83	172.83
Total length of road belonging to this company.................	979.27	1,027.79
Total miles of road belonging to this company in Dakota.........	72.87	82.76
Aggregate length of sidings and other tracks not above enumerated...	105.14	109.19
Same in Dakota	3.4	4.40
Aggregate length of track computed as single track, exclusive of sidings..	979.27	1,027 79
Same in Dakota..	72.87	82.76
Total length of steel rails in tracks in Dakota, exclusive of sidings...	72.87	82.76
Weights per yard, steel.........................52, 56 and 60 lbs		
Guage of track, ... 4 ft. 8½ in		
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
Central Iowa Ry. from Manly Jct. to Northwood (main line)....	....	11.39
Minneapolis & St. Louis Ry. from State Line to Albert Lea, Minn. (main line)..	....	12.57
Iowa City & Western Ry. from Iowa City to What Cheer and Montezuma	....	73.02
C. R., I. F. & N. W. Ry. from Holland to Worthington, Minn.	....	181.51
C. R., I. F. & N. W. Ry. from Dows to Madison..............	....	41.07
C. R., I. F. & N. W. Ry. from Lake Park to Watertown, Dak.	....	164.12
C. R., I. F. & N. W. Ry. from Ellsworth to Sioux Falls, Dak.	....	42.50
C. R. & Clinton Ry. from Iowa City to Clinton.................	....	81.94
Chicago, Decorah & Minn. Ry. from (near) Postville to Decorah	....	23.30
Waverly Short Line from (near) Shell Rock to Waverly.........	....	5.68
Total length of above roads..................................	....	637.10
Total length of above roads in Iowa	....	470.53

DESCRIPTION OF ROAD—*Continued.*

DESCRIPTION OF ROAD.	Last Year.	Present Year.
ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT—NAME, DESCRIPTION AND LENGTH OF EACH.		
Total length of above roads in other states (specifying each.)		
In Minnesota		
Minneapolis & St. Louis Ry. from State Line to Albert Lea....	....	12.57
Minneapolis & St. Louis Ry. from State Line to Worthington..	....	13.46
C. R., I. F. & N. W. Ry. from Minnesota state line to Dakota territory line..	....	55.43
C. R., I. F. & N. W. Ry. from Ellsworth, Minn., to State Line, Minn..	....	2.35
Total length of above roads in Minnesota	....	83.81
In Dakota.		
C. R., I. F. & N. W. from territory line (Dakota) to Watertown..	....	72.87
C. R., I. F. & N. W. from territory line (Dakota) to Sioux Falls..	....	9.89
Total length of above roads in Dakota	....	82.76
Total miles of road operated by this company..................	....	1,039.18
Total miles of road operated by this company in Dakota	....	82.76

STATIONS.

STATIONS.	Last. Year.	Present Year.
Number of stations on all roads owned by this company.......	142	149
Same in Dakota..	7	9
Number of stations on all roads operated by this company.......	142	149
Same in Dakota..	7	9
Number of telegraph offices in stations in Dakota................	7	9

EMPLOYES.

EMPLOYES.	Last Year.	Present Year.
Number of persons regularly employed on all roads operated by this company	2,277	2,340
Same in Dakota	95	93
Amount paid employes, including officials, on all roads operated by this company	$ 1,263,029 52	$ 1,341,941 25
Same in Dakota	47,025 00	39,060 00

BRIDGES IN DAKOTA.

BRIDGES IN DAKOTA.	Last Year.		Present Year.	
	No.	Aggregate Length. Feet.	No.	Aggregate Length. Feet.
Combination bridges over 100 feet in length	......	....	1	100
Wooden trestle and pile	54	3,939	69	6,176
BOX CULVERTS IN DAKOTA.				
Timber	28	125	......	156
Stone	......	....	1	....
CATTLE-GUARDS.				
Number in Dakota	......	....	3	....

BRIDGES BUILT WITHIN THE YEAR IN DAKOTA.

Give the average number of years the trestle and pile bridges last on your road in Dakota. Seven.

Give the average number of years that wooden truss bridges last on your road in Dakota. None in Dakota.

ROAD-BED AND TRACK.

ROAD-BED AND TRACK.	Last Year.	Present Year.
Number of track sections in Dakota	13	14
Average length of sections, miles	6	5.9
Average number of men in each section gang	5½	4.2
Number of new ties laid in track during the year in Dakota	....	968
Average number of new ties per mile of road	....	11.7
New rails laid in track during the year in Dakota, steel, 870.32 tons, miles, 9.89, Sioux Falls branch	....	....
Total track laid with new rails during the year in Dakota, miles	....	9.89

What is the average number of years that iron rails last in your track on main line in Dakota? Have none.

What is the average number of years that iron rails last in your track on branches in Dakota? Have none.

What is the average number of years that steel rails last in your track on main line in Dakota? From eight to ten years.

What is the average number of years that steel rails last in your track on branches in Dakota? From eight to ten years.

What is the average number of years that ties last in your track in Dakota? White oak, six years; soft wood, four years.

CROSSINGS IN DAKOTA.

What railroads cross your road at grade, and at what locality?

Chicago & Northwestern Ry at Elkton.
" " at Watertown.
Chicago, Milwauke & St. Paul Ry. at Sioux Falls.
Chicago, St. Paul, Minneapolis & Omaha Ry. at Sioux Falls.

Number of highway crossings at grade	101
Number of highway crossings under railroad	1

FENCING IN DAKOTA.

1885-6.

Brookings county	.545 mile
Codington county	.407 "

FENCES BUILT DURING THE YEAR.

		Total fences on the line.
Brookings county	.263 mile	1.22 miles
Duell county	.410 "	.41 "
Codington county	.263 "	.67 "
Lincoln county	1.160 "	1.16 "
Minnehaha county	.500 "	.5 "
Total built	2.596 miles.	3.96 miles

ROLLING STOCK.

ROLLING STOCK.	LEASED.	OWNED.	TOTAL.
Number of locomotives	....	105	105
Number of passenger cars	....	35	35
Number of baggage, mail and express cars	....	15	15
Number of combination cars	....	14	14
Number of officers' cars	....	2	2
Number of box freight cars	....	3,008	3,008
Number of stock cars	....	120	120
Number of platform and coal cars	....	732	732
Number of other cars, way cars, 60, derrick and pile drivers, 5	....	65	65
Total number of cars	....	3,991	3,991

Maximum weight of locomotives and tenders exclusive of coal and water, 56 tons ready for service, 70 tons.

Average weight of locomotives and tenders, 40 tons; ready for service, 54 tons.

Number of locomotives equipped with train brake, 31.

Kind of brake, Westinghouse air brake.

Maximum weight of passenger cars, 25 tons ready for service.

Average weight of passenger cars, 22 tons, ready for service.

Number of cars equipped with train brake, 62.

Kind of brake, Westinghouse air brake.

Number of passenger cars equipped with Miller platform and buffer, including officer's cars, 37.

The amount of tonnage that can be carried over each of your roads in the territory, exclusive of cars, by engine of given weight. Weight of engine, 40 tons; 300 tons.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.	Last Year.	Present Year.
Miles run by passenger trains during the year	967,301	1,052,141
Miles run by freight trains during the year	1,715,443	1,771,179
Miles run by switching trains during the year	279,177	316,759
Miles run by other trains during the year	81,347	115,697
Total train mileage	3,043,268	....
CARS AND WEIGHT OF TRAINS.		
Average number of cars in passenger trains	4	3.5
Average weight of passenger trains, exclusive of passengers, tons	85	75
Average number of cars in freight trains	16	16.5
Average weight of freight trains exclusive of freight, tons	190	175
PASSENGER TRAFFIC.		
Number of through passengers carried	93,895	90,321
Number of local passengers carried	463,102	461,182
Total number of passengers carried	556,997	551,503
Number of passengers carried in Dakota	6,185	11,612
Total passenger mileage, or passengers carried one mile	28,376,987	27,102,076
Total passenger mileage in Dakota	201,326	318,550
Average distance traveled by each passenger	40	49.142
Average amount received from each passenger	$ 1 20	$ 1 235
Highest rate of fare per mile for any distance	0 035	0 035
Lowest rate of fare per mile for any distance	0 015	0 015
Average rate of fare per mile for all passengers	0 02367	0 02513
FREIGHT TRAFFIC.		
Number of tons of through freight carried	15,207	32,777
Number of tons of local freight carried	13,097	14,542
Total tons of freight carried	28,304	47,319
Total mileage of through freight (tons carried one mile)	628,738	1,649,778
Total mileage of local freight (tons carried one mile)	538 435	781,286
Total freight mileage, or tons carried one mile	1,167,173	2,431,064
Average rate per ton per mile received for through freight	$ 0 0118	$ 0 0265
Average rate per ton per mile received for local freight		0 0308
Average rate per ton per mile received for all freight		0 0279
Average cost per ton per mile to move freight (entire line)	0 824	0 766
Percentage of freight originating at, and carried to stations in Dakota, to total freight carried in Dakota. (This should not include fuel or any material for the use of the road.... See following table	8.65	20.77

PERCENTAGE OF FREIGHT ORIGINATING AT, AND CARRIED TO STATIONS IN DAKOTA, TO TOTAL FREIGHT CARRIED IN DAKOTA.

ARTICLES.	Tonnage of all articles transported within the Territory of Dakota.	Inter-State Tonnage.	Freight originating and carried to stations in Dakota (tons).
Grain	15,464	14,705	759
Flour	1,742	1,711	31
Provision, butter and eggs	81	73	8
Animals	948	678	270
Bran, hay, feed, etc.	4,406	4,265	141
Lumber and cooperage	2,527	138	2,389
Coal	9,662	6,493	3,169
Cement, stone, brick, etc.	7,258	6,083	1,175
Iron, steel, etc.	64	51	13
Manufactures	718	526	192
Merchandise and sundries	4,069	2,577	1,492
Emigrant moveables	380	190	190
Total	47,319	37,490	9,829
Percentage	100	79.23	20.77

MILEAGE, TRAFFIC, ETC.—*Continued.*

CAR MILEAGE.	Last Year.	Present Year.
Number of miles run by loaded freight cars east and south	127,687	107,689
Number of miles run by loaded freight cars west and north	177,580	111,624
Number of miles run by empty freight cars east and south	55,001	36,816
Number of miles run by empty freight cars west and north	37,565	32,493
Total freight car mileage	397,833	288,622
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south	31	12.75
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north	21	11.25

SPEED OF TRAINS IN DAKOTA.

SPEED OF TRAINS IN DAKOTA.	Last Year.	Present Year.
Rate of speed of passenger trains, including stops, average	25	25
Rate of speed of freight trains, including stops, average	12	12

TONNAGE OF ARTICLES TRANSPORTED.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	240,533	13.94	257,985	13.64
Flour	151,533	8.79	94,532	5.00
Provisions (beef, pork, lard, etc.) butter and eggs	36,935	2.14	43,826	2.31
Animals	143,590	8.32	141,143	7.47
Other agricultural products, bran, hay, seed, etc	141,597	8.21	125,857	6.65
Lumber and forest products and cooperage	149,350	8.65	147,129	7.78
Coal	406,427	23.56	664,449	35.11
Plaster, lime and cement	62,369	3.61	93,770	4.96
Salt				
Petroleum and oil, emigrant movables	21,682	1.26	17,141	0.9
Iron, steel and castings, lead and mineral products	25,169	1.46	40,024	2.11
Manufactures—articles shipped from point of production	82,391	4.77	55,472	2.93
Merchandise, and other articles not enumerated above	263,726	15.29	210,862	11.14
Total tons carried	1,725,302	100	1,892,190	100

TONNAGE OF ARTICLES TRANSPORTED
WITHIN THE TERRITORY OF DAKOTA.

ARTICLES.	Last Year.		Present Year.	
	Tons.	Pr Ct.	Tons.	Pr Ct.
Grain	12,409	43.84	15,464	32.7
Flour	423	1.49	1,742	3.69
Provisions (beef, pork, lard, butter, eggs, etc.)	11	0.04	81	0.17
Animals	270	0.95	948	2.00
Other agricultural products, bran, hay, seed, etc	2,115	7.49	4,406	9.31
Lumber and forest products and cooperage	3,447	12.19	2,527	5.34
Coal	5,040	17.80	9,662	20.42
Plaster, lime and cement	1,650	5.83	7,258	15.34
Salt				
Petroleum and oil, emigrant movables	322	1.14	380	0.8
Iron, steel and castings	10	0.04	64	0.13
* Stone and brick	....	......	....	.....
Manufactures—articles shipped from point of production	427	1.51	718	1.5
Merchandise and other articles not enumerated above	2,180	7.70	4,069	8.6
Total tons carried	28,304	100	47,319	100

* See "Plaster, lime and cement," and "Salt."

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them and do you take their freights at the depot or at the office of such express company?

The United States Express Company, which pays us $4,680 each month.

SLEEPING CARS.

Do sleeping, parlor, or dining cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates?

The Pullman sleepers run on this road; we pay them 3 cents per mile; pay Pullman Palace Car Company; from $1.50 to $2.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings?

Paid to the Pullman Palace Car Company for the year ending June 30, 1887, $14,646.59; said amount is paid to the treasurer of the Pullman Palace Car Company.

UNITED STATES MAIL IN DAKOTA.

What is the compensation paid you by the United States government for the transportation of its mails on your road in Dakota and on what terms of service?

The rate of compensation is based upon the weighing of mail for periods fixed by the government.

What amount have you paid for receiving and delivering mail to and from stations on your road in Dakota?

$1,507.01 entire line.

TELEGRAPH.

How many miles of telegraph are owned by your company in Dakota?

None.

What other company, if any, owns a line of telegraph on your right of way in Dakota, and how many miles do each own?

The Western Union Telegraph Company owns 1,002 miles, of which 67 miles belong to the territory.

LANDS—CONGRESSIONAL GRANT.

No land grant.

REPORT OF ACCIDENTS—YEAR ENDING JUNE 30, 1887.

KILLED.

Date.	Name and Occupation.	Place.	Cause of Accident.	Character of Injury.
1887 May 24	H. Maxwell, brakeman,	Palmer.	Getting on brake beam of tender.	Killed.

TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	Killed.			Injured.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
Getting on and off trains	......	1	......	......	......	......
Total	......	1	.....	.....	......	......

SUMMARY OF ACCIDENTS FOR DAKOTA.

Number of persons killed during the year	1
Number resulting from lack of caution, carelessness or misconduct	1

Officers of the Company, With location of Offices.

President, C. J. Ives, Cedar Rapids, Ia.; *Vice-President*, Robert Williams, Cedar Rapids, Ia.; *Secretary and Assistant Treasurer*, S. S. Dorwart, Cedar Rapids, Ia.; *Treasurer*, H. H. Hollister, New York, N. Y.; *General Superintendent*, C. J. Ives, Cedar Rapids, Ia.; *Assistant General Superintendent*, Robert Williams, Cedar Rapids, Ia.; *Division Superintendents*, W. P. Brady, Cedar Rapids, Ia., and George Goodell, Estherville; *Chief Engineer*, H. F. White, Cedar Rapids, Ia.; *Superintendent of Telegraph*, W. P. Ward, Cedar Rapids, Ia.; *Auditor*, J. C. Braeksmit, Cedar Rapids, Ia.; *General Passenger Agent*, J. E. Hannegan, Cedar Rapids. Ia.; *General Freight Agent*, C. D. Ives, Cedar Rapids, Ia.; *General Solicitor*, S. K. Tracy, Burlington, Ia.

Directors.

C. J. Ives, Cedar Rapids, Ia.; T. J. Potter, Omaha, Neb.; J. W. Blythe, Burlington, Ia.; C. D. Close, Iowa City, Ia; J. C. Peasley, Chicago, Ill.; C. Lynde, Rock Island, Ill.; J. N. Dewey, Des Moines, Ia.; R. R. Cable, Chicago, Ill.; E. S. Barley, Clinton, Ia.; C. P. Squires, Burlington, Ia.; Lyman Cook, Burlington, Ia.; F. H. Griggs, Davenport, Ia.; J. Carscadden, Muscatine, Ia.

Date of annual meeting of stockholders, fourth Tuesday in May.
Fiscal year of company ends December 31st.
General offices of the company are located at Cedar Rapids, Ia.

STATE OF IOWA, }
County of Lewis. } ss.

C. J. Ives, president and general superintendent of the Burlington, Cedar Rapids & Northern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1887, to the best of his knowledge and belief.

[Signed.] C. J. IVES.

Subscribed and sworn to before me this 16th day of September, A. D. 1887.

[SEAL.] John. C. Braeksmit,
Notary Public.

REPORT

OF THE

WESTERN UNION TELEGRAPH COMPANY,

FOR THE YEAR ENDING JUNE 1, 1887.

Location of principal office of company, New York City.

Principal office in Dakota, Fargo.

HISTORY OF ORGANIZATION.

Date of original charter and name of company?

April 1, 1851; The Mississippi Valley Printing Telegraph Company.

Amendments to charter, if any, when made, and wherein changed?

Name changed to Western Union Telegraph Company by act passed April 4, 1856.

Consolidation, names and dates, and date of original charter?

It is impossible now to give the information here desired. No compilation of it exists, and to prepare one would be difficult and expensive, would cause great delay, and because of the non-existence of most of the earlier records could not be complete.

NAME, TITLE AND ADDRESS OF OFFICERS.

President, Norvin Green, New York; *Vice-Presidents*, Thomas T. Eckert, New York; John Van Horne, New York; George J. Gould, New York; R. C. Clowry, Chicago; *Executive Committee*, Norvin Green, Thomas T. Eckert, John T. Terry, John Van Horne, Jay Gould, Russell Sage, Alonzo B. Cornell, Sidney Dillon, George J. Gould, Samuel Sloan, Robert C. Clowry.

DIRECTORS.

Norvin Green, New York; Thomas T. Eckert, New York; John T. Terry, New York; John Van Horne, New York; John G. Moore, New York; Jay Gould, New York; Russell Sage, New York; Alonzo B. Cornell, New York; Sidney Dillon, New York; George J. Gould, New York; Samuel Sloan, New York; Cyrus W. Field, New York; Percy R. Pyne, New York; Robert C. Clowry, Chicago; Henry Weaver, London; Robert L. Kennedy, New York; Austin Corbin, New York; J. Pierpont Morgan, New York; Fred L. Ames, Boston; John Hay, Cleveland; William D. Bishop, Bridgeport; C. P. Huntington, New York; George B. Roberts, Philadelphia; George D. Morgan, New York; Erastus Wiman, New York; John J. Astor, New York; C. M. Depew, New York; J. W. Clendenin, New York; A. R. Van Nest, New York.

CAPITAL STOCK.

Amount authorized by law	$ 81,200,000 00
Amount authorized by vote of company	81,200,000 00
Total amount issued	81,199,852 06

FUNDED DEBT.

Kind of Bond or Obligat'n.	How Secured.	Date of Issue.	When Due.	Rate of Interest.	Amount of Authorized Issue.	Amount Actually Issued.	Amount Outstanding.
Debenture bonds....... ..	Not especially secured..	March 1, 1875.	March 1, 1900.	6 per cent.	$ 1,001,160 00	$ 1,001,160 00	$ 891,324 00
		Sundry dates since March, 1875.	May 1, 1900.	7 per cent.	5,000,000 00	5,000,000 00	4,920,000 00
Mortgage bonds	Real Estate.............	May 1, 1872.	May 1, 1902.	7 per cent.	1,500,000 00	1,500,000 00	1,336,000 00
Totals					....	....	$ 7,147,324 00

STOCK AND DEBT.

Total amount of stock	$	81,199,852 06
Total funded debt		7,147,324 00
Total stock and debt	$	88,347,176 06
Amount of sinking fund		364,893 04
Net stock and debt	$	87,982,283 02

CHARACTERISTICS.

Total number of miles of sub-marine cable, computed as single wire	7,731.60
Number of miles of other wire	513,455.87
Total number of miles of wire operated by the company	521,187.47
Number of miles of poles carrying wire	155,329.50
Number of telegraph offices	15,658
Number of employes—managers, operators, clerks, messengers, etc	25,519

LINE IN DAKOTA.

Number of miles of poles on highways	37
Number of miles of poles on railroads	2,828
Total number of miles of poles	2,865
Number of miles of wire on highways	37
Number of miles of wire on railroads	5,174.25
Total number of miles of wire as above	5,211.25
Number of telegraph offices	279
Number of night offices	
Number of employes—managers, operators, clerks, messengers, etc	320

CONSTRUCTION.

ENTIRE LINE.	
Number of miles of poles	3,529.15
Number of miles of wire	22,564.11
LINES IN DAKOTA.	
Number of miles of poles	337.5
Number of miles of wire	984.75

RECONSTRUCTION IN DAKOTA.

Number of miles of poles	156
Number of miles of old wire replaced with new	50

TOTAL COST OF LINE AND EQUIPMENT.

So large a portion of our lines has been acquired by absorption of, or consolidation with, other companies whose records are not in our possession or are lost, that it is impossible to furnish the information here desired.

EARNINGS, OPERATING EXPENSES, ETC.

EARNINGS.		Entire Line.
Total earnings of all lines operated and included in this report and from all other sources		$ 17,083,568 43
OPERATING EXPENSES.		
Total operating expenses.....per cent of earnings		$ 10,882,453 42
Net earnings		$ 6,201,115 01
Taxes	$ 282,200 82	2,181,956 55
Rentals paid	1,899,755 73	
Net income over operating expenses, taxes and rent		$ 4,019,158 46

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR

RECEIPTS AND OTHER EARNINGS.	
Income on sinking fund investment	$ 13,085 05
Total receipts	13,085 05
PAYMENTS OTHER THAN OPERATING EXPENSES.	
Interest on bonds (net)	$ 493,074 40
Last dividend declared on general stock (date).....April 15, 1886	.....
Applied to sinking fund	39,991 00
Construction of new work	2,954,879 38
Additional equipment	
Additional real estate and all other sources not herein included	
Bonds of company cancelled (par valve $......)	46,720 00
Total payments	$ 3,534,664 78

CONDENSED GENERAL BALANCE SHEET.

ASSETS.	
Telegraph lines, patents, franchises, etc	$ 85,787,944 02
Real estate	3,045,428 26
Stocks of other telegraph companies, etc.	9,211,565 35
Supplies on hand unissued	282,755 29
Cash on hand and due from agents	1,041,119 78
Sundry accounts receivable	1,405,255 26
Sinking fund	364,893 04
Total	$ 101,138,961 00
LIABILITIES.	
Capital stock	$ 81,199,852 06
Bonds	7,147,324 00
Stock held through Gold & Stock Telegraph Company until 1981 without interest	2,664,200 00
Sundry accounts payable	2,026,987 91
Profit and loss, or surplus of income account	8,100,597 03
Total	$ 101,138,961 00

STATE OF NEW YORK, } ss.
COUNTY OF NEW YORK. }

Personally appeared before me, a notary public in and for said county, Norvin Green, president of the Western Union Telegraph Company, who being duly sworn, deposes and says that the foregoing statements of the affairs of said company on the first day of June last are true and correct, as he verily believes.

NORVIN GREEN,

Subscribed and sworn to before me at New York this 11th day of November, A. D., 1887.

[SEAL.]

WM. ARMOUR, Notary Public,
New York and Kings Counties.

REPORT

OF THE

NORTHERN PACIFIC EXPRESS COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

Location of principal office of company, St. Paul, Minn.

HISTORY OF ORGANIZATION.

Date of original charter and name of company? June 1, 1883, and Northern Pacific Express Company.

NAME, TITLE AND ADDRESS OF OFFICERS.

President, Thomas F. Oakes, St. Paul, Minn.; *Vice-President*, Frederick Billings, 120 Broadway, New York City; *Secretary*, George A. Earl, 35 Wall Street, New York City; *Treasurer*, Robert Lenox Belknap, 35 Wall Street, New York City; *Assistant Treasurer*, George S. Baxter, St. Paul, Minn.; *Auditor*, J. A. Barker, St. Paul, Minn.; *Assistant Auditor*, A. MacLean, St. Paul, Minn.; *General Superintendent*, W. J. Footner, St. Paul, Minn.; *Assistant General Superintendent*, H. H. Browning, Portland, Ore.

DIRECTORS.

T. F. Oakes, St. Paul, Minn.; Frederick Billings, 120 Broadway, New York City; C. B. Wright, 142 South Third Street, Philadelphia, Pa.; Robert Harris, 35 Wall Street, New York City.; James B. Williams, 35 Wall Street, New York City.

Date of holding election of officers, third Thursday in September each year.

Place of holding election of officers, New York City.

Date of last election of officers, September, 1887.

CAPITAL STOCK.

Amount authorized by law	$ 10,000,000 00
Amount authorized by vote of the company	10,000,000 00
Total amount issued	310,000 00
Total paid in capital stock	310,000 00

Agent authorized to transfer stock, George H. Earl.

Address of same, 35 Wall Street, New York City.

UNFUNDED DEBT AND OTHER LIABILITIES.

Total unfunded debt	$ 202,623 48
Cash securities, debit balances, etc., available to payment	118,623 39
Net unfunded debt	$ 84,000 09

STOCK AND DEBT.

Total amount of stock	$ 310,000 00
Net unfunded debt	84,000 09
Total stock and debt	$ 394,000 09
Net stock and debt	394,000 09

EARNINGS, OPERATING EXPENSES, ETC.

EARNINGS.	Entire Line.	Proportion for Dakota.
Total earnings of all lines operated and included in this report.	$ 592,895 77	Not kept separate in our Accounts.
OPERATING EXPENSES.		
Salaries of officers, managers, operators and other employes	$ 129,036 59	
All other operating expenses	376,275 73	
Total operating expenses	$ 505,312 32	
Taxes $ 656 36 Rentals paid 10,915 68	11,572 04	
Net income over operating expenses, taxes and rent	$ 76,011 41	

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR

RECEIPTS AND OTHER EARNINGS.

Interest on United States bonds	$	2,500 00
Earnings from franked envelopes and unclaimed cash		2,468 13
Total receipts	$	4,968 13

PAYMENTS OTHER THAN OPERATING EXPENSES.

Net income paid to stockholders	$	80,979 54
Additional equipment		8,663 39
Total payments	$	89,642 93

CONDENSED GENERAL BALANCE SHEET.

ASSETS.

United States registered bonds	$	59,750 00
Equipment and good will		281,589 38
Accounts receivable		51,196 24
Cash in hands of assistant treasurer		7,677 15
Suspense—Premium on guarantee bonds		898 48
Stationery stock		450 00
Profit and loss account		111,062 23
Total	$	512,623 48

LIABILITIES.

Capital stock	$	310,009 00
Accounts payable		43,472 64
Bills payable		138,823 99
Suspense, O. & C. R. R. Company		20,326 85
Total	$	512,623 48

STATE OF MINNESOTA, } ss.
County of Ramsey. }

Personally appeared before me, a notary public in and for said county, W. J. Footner of the Northern Pacific Express company, who being duly sworn, deposes and says that the foregoing statements of the affairs of said company on the 30th day of June last, are true and correct as he verily believes.

W. J. FOOTNER.

Subscribed and sworn to before me at St. Paul, Minn,. this 24th day of October, A. D. 1887.

[SEAL.]

H. Starin, Notary Public,
Ramsey County, Minnesota.

REPORT

OF THE

AMERICAN EXPRESS COMPANY

FOR THE YEAR ENDING JUNE 30, 1887.

STATE OF NEW YORK,
COUNTY AND CITY OF NEW YORK. }

Under and in accordance with the provisions of section 14 of the Act creating the Board of Railroad Commissioners, approved March 6, 1885, and the laws of the Territory of Dakota, we, the undersigned, do certify as follows:

The American Express Company is an association transacting business within the State of New York and the Territory of Dakota.

The name of such association is "The American Express Company."

The dates of the organization of said company are November 15, 1859, and November 25, 1868.

Such association is not organized or doing business under any special or general law or statute.

No law or agreement makes any requirement as to the number of associates of said association.

The number of said associates is about 3,500.

The principal place of business of said association is No. 65 Broadway, in the city of New York.

The names and places of residence of the officers of said association are as follows:

OFFICERS.

President and Director, James C. Fargo, New York City; *Treasurer and Director,* Charles G. Clark, Englewood, N. J.; *Secretary and Director,* John N. Knapp, Auburn, N. Y.

DIRECTORS.

Johnston Livingston, Tivoli, N. Y.; William H. Seward, Auburn, N. Y.; Theodore M. Pomeroy, Auburn, N. Y.; Benjamin P. Cheney, Boston, Mass.; Edward B. Judson, Syracuse, N. Y.; Charles Fargo, Chicago, Ill.

Dated, New York, October 31, 1887.

JAMES C. FARGO,
CHAS. G. CLARK.

STATE OF NEW YORK,
CITY AND COUNTY OF NEW YORK. } SS.

James C. Fargo and Charles G. Clark being each for himself severally sworn, says, the said James C. Fargo, that he is the president of the American Express Company, and the said Charles G. Clark, that he is the treasurer of said company, and that the statements contained in the foregoing certificate are true.

Sworn to before me this 31st day of October, 1887.

[SEAL.]

FRANCIS F. FLAGG,
Notary Public No. 46, New York County.

REPORT ON

GRAIN WAREHOUSE LAW.

COMPLAINTS AND RECOMMENDATIONS.

THE GRAIN WAREHOUSE LAW.

At its first meeting the present board was confronted with the new and untried grain warehouse law, enacted by the last legislative assembly, and approved by Governor Church, March 11, 1887.

For years the system of handling and shipping, grading and storing of grain had been a source of much annoyance to the public, and in many instances an absolute loss to the farmers. The owners of elevators were unchecked in their control of the local markets throughout the territory; there was no protection to the producer, and the cheating in grades, dockage and weights, grew more flagrant and unbearable yearly.

The law enacted at the last session of the legislature provides that "it shall be the duty of the Railroad Commissioners of the Territory of Dakota to supervise the handling, inspection, weighing, grading and storing of grain; to establish all necessary rules and regulations for the weighing and inspection of grain, and for the management of public warehouses of the Territory." This, at least, brings the management of the elevators within the reach of the public, and provides means for checking many of the abuses of the past.

Another evil from which the farmers of the Territory suffered was the lack of security for grain which was stored in elevators. Irresponsible parties, under the guise of "friendship for the farmers and opposition to the large elevator monopolies," entered the business, filled their houses with grain, and, after disposing of the same, failed, leaving the farmer with nothing to show for his labor save a valueless receipt. The new law provides that all elevators storing grain for a compensation shall give good and sufficient bonds, and secure license from the Railroad Commission. This feature of the law is acknowledged to be just, and, although at this early date it is impossible to pass judgment on the effects of its operation, the fact that it is a remedy for many of the evils heretofore existing is agreed by all.

The following is the full text of the law:

AN ACT To Regulate Grain Warehouses, and the Inspection, Weighing and Handling of Grain and Defining the Duties of the Railroad and Warehouse Commission in Relation Thereto.

Be it Enacted by the Legislative Assembly of the Territory of Dakota:

SECTION 1. That the duties imposed by the provisions of this act, and the powers conferred herein, shall devolve upon the Railroad Commissioners created by chapter 126 of the General Laws of the Sixteenth Legislative assembly.

SEC. 2. That it shall be the duty of the Railroad Commissioners of the Territory of Dakota to supervise the handling, inspection, weighing, grading and storage of grain and seeds; to establish all necessary rules and regulations for the weighing and inspection of grain, and for the management of the public warehouses of the territory, as far as such rules and regulations may be necessary to enforce the provisions of this act or any law of this territory in regard to the same, to investigate all complaints of fraud or oppressions in the grain trade of this territory, and to correct the same as far as it may be in their power.

SEC. 3. That the rules and regulations so established shall be printed and published by said Railroad Commissioners in such manner as to give the greatest publicity thereto, and the same shall be in force and effect until they shall be changed or abrogated by said Commissioners in a like public manner.

SEC. 4. That all elevators or warehouses in this territory in which grain is stored for a compensation are hereby declared to be public warehouses.

SEC. 5. That it shall not be lawful for the proprietor, lessee or manager of any warehouse or elevator mentioned in section four of this act, to transact any business until a license has been procured from the Railroad Commissioners, permitting such proprietor, lessee or manager to transact business as a public warehouseman, under the laws of this territory, which license shall be issued by the Railroad Commissioners upon a written application, which shall set forth the location and name and capacity of such elevator or warehouse, and the individual name of each person interested as owner or principal in the management of the same; or if the elevator or warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated, and the said license shall give authority to carry on and conduct the business of a public warehouse, in accordance with the laws of this territory; *Provided*, That it shall be unlawful for any warehouseman, company or corporation engaged in purchase and storage of grain subject to the provisions of this act to enter into any contract, agreement or combination with any other such warehouseman, company or corporation for pooling in the purchase and storage of grain by different and competing warehousemen, companies or corporations to divide between them the aggregate or net proceeds of margins or profits resulting from their said business as warehousemen, or any portion thereof, and in any case of such contract, agreement or combination for such pooling of their said business as warehousemen, each day of its continuance shall be deemed a separate offense. Any violation of this section shall, on conviction, be subject to a fine of not less than two hundred dollars for each offense.

SEC. 6. That the person, association or corporation receiving license as herein provided, shall file with the Commissioners granting the same a bond to the territory of Dakota, with good and sufficient sureties, in the penal sum of not less than $2,000 nor more than $50,000 for each and every elevator operated, proportioned to the capacity of the elevators or warehouses in the discretion of said Commissioners, for each license so granted, conditioned for the faithful performance of duty as a public warehouseman, and a full and unreserved compliance with all the laws of this territory in relation thereto. A fee of $1 shall be paid for each license by the person, association or corporation applying for the same.

SEC. 7. That any person, association or corporation who shall transact the business of public warehouseman without first procuring license as herein provided, shall, on conviction, be fined a sum not less than $100 for each and every day such business is carried on. Every such license shall expire on the first day of August next following the issuance thereof.

SEC. 8. All owners of such elevators and warehouses so licensed shall, upon the request of any person delivering grain at such warehouse, give a warehouse receipt therefor, subject to the owner or consignee, which receipt shall bear date corresponding with the receipt of the grain, and shall state upon its face the quantity and grade fixed upon the same. All warehouse receipts issued for grain received shall be consecutively numbered, and no two receipts bearing the same number and series shall be issued during the same year. No warehouse receipt shall be issued except upon actual delivery of grain into such warehouse. No such warehouseman shall insert into any warehouse receipt issued by him any language in anywise limiting or modifying his liability as imposed by the laws of this territory.

SEC. 9. On the return of any warehouse receipt properly endorsed, and the tender of all proper charges upon the property represented by it, such grain, or any equal quality of the same grade, shall be immediately delivered to the holder of such receipt as rapidly as due diligence, care and prudence will justify. Nothing in this section shall be construed to mean the delivery of the identical grain specified in the receipt so presented, but an equal amount of the same grade, and if the grain so delivered has not been cleaned by said warehouseman, there shall be added to the amount so delivered the amount originally deducted from the grain stored, for dirt, which amount shall also be delivered; and when such grain is to be shipped to some terminal point where such elevator company or warehouseman is then doing business, such elevator company or warehouseman shall guarantee both weight and grade.

SEC. 10. That every owner or manager of such warehouse, at such times as the Commissioners shall require, shall furnish to the Commissioners in writing, under oath, a statement of the condition and management of his business as such warehouseman. Such report shall show the total number of bushels of each kind and grade of grain in store, and the number delivered out, and the number remaining in store at the date of the report. But no warehouseman shall be required to weigh the grain on hand more than once in each year, and the warehouseman shall, in addition to the statements herein, be required to furnish to the Commissioners any other information regarding the business of his warehouse, which the Commissioners may require.

SEC. 11. The Commissioners shall cause every warehouse and the business thereof and the mode of conducting the same to be inspected at such time as the Commissioners may order by one or more members of the Commissioners, who shall report in writing to the Commissioners the result of such examination; and the property, books, records, accounts, paper and proceedings kept at each warehouse so far as they relate to their condition, operation or management, shall, at all times during business hours be subject to the examination and inspection of such Commissioners.

SEC. 12. The Railroad Commissioners shall, before the first day of September in each year, establish a grade for all kinds of grain bought or handled by any elevator or warehouse in this territory, which shal be known as "Dakota Grades," but which shall not differ from grades in the state of Minnesota, and the grades so established shall be printed and published in the manner required by section five of this act; *Provided,* That no such publication shall be ncecessary except when changes are made in such grades, and when the changes so made, only, shall be published.

SEC. 13. All moneys collected by the Railroad Commissioners as herein provided for, shall be paid into the territorial treasury.

SEC. 14. It shall be the duty of the Treasurer of the Territory of Dakota to receive all moneys aforesaid, and all fines and penalties collected by virtue of this act, and to keep a separate account of the same, and pay the same on the order of the Railroad Commissioners, and not otherwise.

SEC. 15. Each warehouseman shall procure from the Commissioners, and shall at all times keep in a conspicuous place in his warehouse a sample of each of the existing grades of grain established by the Commissioners, which are handled or stored in such warehouse. No warehouseman or other person shall fraudulently change such samples or grades.

Sec. 16. Upon the delivery of grain from store upon any receipt, such receipt shall be plainly marked across its face the word "canceled," and shall thereafter be void, and shall not again be put in circulation, nor shall grain be delivered twice upon the same receipt. No warehouse receipt shall be issued except upon actual delivery of grain into store in the warehouse from which it purports to be issued, and which is to be represented by the receipts, nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued for the same lot of grain, except in cases where receipt for part of a lot is desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder, but the new receipt shall bear the same date as the original, and shall state on the face that it is balance of receipt of the original number, and the receipt upon which a part has been delivered shall be canceled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consents thereto, the original receipt shall be canceled the same as if the grain had been delivered from store, and the new receipts shall express on their face that they are a part of another receipt or a consolidation of other receipts as the case may be; and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change; but no consolidation of receipts of dates differing more than ten (10) days shall be permitted, and all new receipts issued for old ones canceled as herein provided, shall bear the same date as those originally issued as near as may be.

Sec. 17. Every warehouseman of public warehouses shall be required during the first week in September of each year to publish in one of the newspapers (daily, if there be such) published in the city or village in which said warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased during the year, and he shall cause the same to be plainly printed on the warehouse receipts or tickets, and such published rates or any published reduction of them, shall apply to all grain received into such warehouse from any person or source. The charges for storage and handling shall in all cases be equal and just, and shall be approved by the board of Railroad Commissioners before going into effect. and shall not exceed the usual charges heretofore existing.

Sec. 18. The Attorney General of the Territory shall be ex-officio attorney for the Railroad Commissioners, and shall give them such counsel and advice as they may from time to time require, and he shall institute and prosecute any and all suits which said Railroad Commissioners may deem expedient and proper to institute, and he shall render to such Railroad Commissioners all counsel, advice and assistance necessary to carry out the provisions of this act, or any law of this Territory which said Commissioners are required to enforce according to the true intent and meaning thereof. In all criminal prosecutions against a warehouseman for the violation of any of the provisions of this act, it shall be the duty of the district attorney of the county in which such prosecution is brought to prosecute the same to a final issue.

Sec. 19. All official bonds required to be given by any person, company or corporation, pursuant to the provisions of this act, shall be filed in the office of the Auditor of the Territory of Dakota, and suit may be brought thereon in any court having jurisdiction thereof, for the use of any person or persons complaining of having sustained any injury by reason of a violation of the conditions thereof.

Sec. 20. It shall be unlawful for any proprietor, lessee or manager of any public warehouse to enter into any contract, agreement, understanding or combination with any railroad company or other corporation, or with any individual or individuals by which the property of any person is to be delivered to any public warehouse for storage or for any other purpose, contrary to the direction of the owner, his agent or consignee. Each warehouseman shall also keep posted at all times in a conspicuous place in his warehouse, a printed copy of the schedule of grades established by the Commissioners, and a printed copy of this act and of the rules and regulations for the management of warehouses established by the Commissioners, to be furnished by the Railroad Commissioners.

SEC. 21. That any person, association or corporation or any representative thereof, who shall knowingly cheat or falsely weigh any wheat or other agricultural products, or who shall violate the provisions of any section of this act, or who shall do or perform any act or thing therein forbidden, or who shall fail to do and keep the requirements as herein provided, shall, on conviction thereof, be subject to a fine of not less than one hundred dollars nor more than one thousand dollars, and be liable in addition thereto to imprisonment for not more than one year in the territorial prison at the discretion of the court.

SEC. 22. This act shall take effect and be in force from and after July 1, 1887.

Approved March 11, 1887.

STANDARD DAKOTA GRADES.

For the first time in her history Dakota has a set of standard grades; and the Commissioners are under obligations to the board of Railroad Commissioners of Minnesota for kindly consenting to meet them on the first day of September, for the purpose of establishing grades of grain and seeds for 1887.

Owing to continued rains in the early autumn the samples of standard grades could not safely be selected until October 1, 1887, and this, together with the fact that the board was compelled to overcome numerous embarrassments, including a lack of funds in placing the law in operation, accounts for the delay in furnishing samples to the houses.

The grades for the crop of 1887, as established by the commission, are:

NO. 1 HARD SPRING WHEAT—No. 1 hard spring wheat must be sound, bright and well cleaned, and must be composed mostly of Hard Scotch Fife, and weigh not less than fifty-eight pounds to the measured bushel.

NO. 1 NORTHERN SPRING WHEAT.—No. 1 northern spring wheat must be sound and well cleaned, and must be composed of the hard and soft varieties of spring wheat. Note—It is to be understood that the minimum test weight of this grade shall not be less than fifty-seven pounds to the measured bushel and must contain not less than about fifty per cent. of the hard varieties of spring wheat.

NO. 2 NORTHERN SPRING WHEAT.—No. 2 northern spring wheat must be sound, reasonably clean, and of good milling quality. Note—This grade to include all wheat not suitable for the higher grades and to weigh not less than fifty-six pounds to the measured bushel.

NO. 3 SPRING WHEAT.—No. 3 spring wheat shall comprise all inferior, shrunken, or dirty spring wheat, weighing not less than fifty-four pounds to the measured bushel.

REJECTED SPRING WHEAT.—Rejected spring wheat shall include all spring wheat that is grown, badly bleached, or for any cause unfit for No. 3 wheat. Note—Wheat containing any admixture of "Rice" or "Goose" wheat will in no case be graded higher than rejected.

NO GRADE.—All wheat that is in a heating condition, musty, or too damp to be safe for warehousing, or has any considerable admixture of foreign grain or seeds, or is badly "bin burnt," whatever grade it may otherwise be, shall be pronounced "no grade," with inspector's notations as to quality and conditions.

No. 1 YELLOW CORN—No. 1 yellow corn shall be yellow, sound, dry, plump and well cleaned.

No. 2 YELLOW CORN—No. 2 yellow corn shall be three-fourths yellow, dry, reasonably clean, but not plump enough for No. 1.

No. 3 YELLOW CORN—No. 3 yellow corn shall be three-fourths yellow, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 WHITE CORN—No 1 white corn shall be sound, dry, plump and well cleaned.

No. 2 WHITE CORN—No. 2 white corn shall be seven-eighths white, dry, reasonably clean, but not plump enough for No. 1.

No. 3 WHITE CORN—No. 3 white corn shall be seven-eighths white, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 CORN.—No. 1 corn shall be mixed corn of choice quality, sound, dry and well cleaned.

No. 2 CORN.—No. 2 corn shall be mixed corn, dry, reasonably clean, but not good enough for No. 1.

No. 3 CORN.—No. 3 corn shall be mixed corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4 CORN.—No. 4 corn shall include all corn not wet or in heating condition that is unfit to grade No. 3.

No. 1 WHITE OATS.—No. 1 white oats shall be white, sound, clean and reasonably free from other grain.

No. 2 WHITE OATS.—No. 2 white oats shall be seven-eighths white, sweet, reasonably clean, and reasonably free from other grain.

No. 3 WHITE OATS.—No. 3 white oats shall be seven-eighths white, but not sufficiently sound and clean for No. 2.

No. 1 OATS.—No. 1 oats shall be mixed oats, sound, clean, and reasonably free from other grain.

No. 2 OATS.—No. 2 oats shall be sweet, reasonably clean, and reasonably free from other grain.

No. 3 OATS.—No. 3 oats shall be all oats that are damp, unsound, dirty, or for any other cause unfit for No. 2.

No. 1 RYE.—No. 1 rye shall be sound, plump and well cleaned.

No. 2 RYE.—No. 2 rye shall be sound, reasonably clean and reasonably free from other grain.

No. 3 RYE.—All rye damp, musty, dirty, or for any cause unfit for No. 2 shall be graded as No. 3.

No. 1 BARLEY.—No. 1 barley shall be plump, bright, clean and free from other grain.

No. 2 BARLEY.—No. 2 barley shall be sound, of healthy color, not plump enough for No. 1, reasonably clean, and reasonably free from other grain.

No. 3 BARLEY.—No. 3 barley shall include slightly shrunken and otherwise slightly damaged barley not good enough for No. 2.

No. 4 BARLEY.—No. 4 barley shall include all barley fit for malting purposes, not good enough for No. 3.

No. 5 BARLEY.—No. 5 barley shall include all barley which is badly damaged or for any cause unfit for malting purposes, except that barley which has been chemically treated, shall not be graded at all.

SCOTCH BARLEY.—Scotch barley,the grades Nos. 1, 2 and 3 Scotch barley, shall correspond in all respects with the grades of Nos. 1, 2 and 3 barley, except that they shall be of the Scotch variety.

No. 1 FLAX.—No. 1 flax, all dry, sound, sweet, slightly blighted or stained seed, not weighing less than fifty pounds of pure seed to the measured bushel, and not containing not more than 15 per cent. of impurity or foreign matter, shall be No. 1 flax.

REJECTED FLAX.—Rejected flax may be slightly damp, unsound, blighted or musty seed, and yet fit to store, and may contain over 15 per cent. of impurity or foreign matter.

NO GRADE FLAX.—No grade flax, warm, mouldy, musty, wet or light, trashy seed, or any seed unfit for storage, shall be known as "No Grade."

All owners of warehouses and elevators who have complied with the law by taking out licenses, admit that the standard samples supplied by the Commission are of great benefit to them, instead of a drawback as they at first supposed. When they are generally adopted, as it was the intent of the law, many of the disputes existing heretofore between the farmers and elevator men will be avoided in the future.

LICENSED ELEVATORS AND WAREHOUSES.

The following is a list of the elevators and warehouses which gave bonds and have been licensed by the Commission during the past year:

Owner.	Location.	Capacity.
Brooks Brothers	Grand Forks	30,000
" "	Ojata	40,000
" "	Esmeralda	75,000
" "	Ardock	75,000
" "	Minto	48,000
" "	Grafton	48,000
" "	Auburn	27,000
" "	Par River	80,000
" "	St. Thomas	110,000
" "	Blooming	20,000
" "	Mekinock	30,000
" "	Gilby	30,000
" "	Edinburg	30,000
" "	Merrifield	50,000
Geo. H. Christian & Co.	Marshall	40,000
" "	Englevale	—
" "	Elliott	10,000
" "	Sheldon	30,000
" "	Leonard	10,000
" "	Davenport	30,000
" "	Mapleton	30,000
" "	Wheatland	30,000
" "	Buffalo	30,000
" "	Oriska	30,000
" "	Valley City	30,000
" "	Dazey	30,000
" "	New Rockford	30,000
" "	Steele	20,000
Dunn & Thompson	Wahpeton	100,000
" "	Kindred	20,000
" "	Erie	20,000
" "	Clifford	20,000
" "	Page	20,000
J. F. Downing	Mooreton	60,000
Farmer's Elevator Co	Frankfort	15,000
Farmers' Union Elevator Co.	Arvilla	30,000
" "	Hamilton	60,000
" "	Bathgate	30,000
" "	St. Thomas	30,000
" "	Drayton	30,000
" "	Bowesman	30,000
Huron Milling Co	Huron	20,000
Heising Bros. & Gustafson	Churchs Ferry	20,000
" "	Northwood	25,000
Osborn & McMillan	Hankinson	10,000
" "	Lidgerwood	10,000
" "	Ransom	10,000
" "	Foreman	10,000
" "	Towanda	10,000
" "	Nicholson	10,000
" "	Oakes	10,000
Minneapolis & Northern Elevator Co	Forest River	20,000
" "	St. Andrews	20,000
Minneapolis & Northern Elevator Co.	Drayton	45,000
" "	Fargo	120,000
" "	Harwood	60,000
" "	Argusville	35,000
" "	Gardner	50,000
" "	Grandin	60,000
" "	Kelso	50,000
" "	Hillsboro	70,000
" "	Cummings	85,000
" "	Buxton	70,000
" "	Reynolds	50,000
" "	Thompson	70,000
" "	Grand Forks	50,000
" "	Ojata	25,000
" "	Bmerndo	75,000
" "	Arvilla	25,000
" "	Larimore	100,000
" "	Niagara	45,000
" "	Petersburg	30,000
" "	Michigan City	50,000
" "	Mapes	50,000
" "	Lakota	50,000
" "	Crary	75,000
" "	Devils Lake	85,000
" "	Grand Harbor	20,000
" "	McCanna	30,000
" "	Orrs	60,000
" "	Inkster	60,000
" "	Conway	30,000
" "	Park River	85,000
" "	Manvel	65,000
" "	Ardock	95,000
" "	Minto	100,000
" "	Grafton	120,000
" "	Auburn	45,000
" "	St. Thomas	100,000
" "	Glasston	80,000
" "	Hamilton	50,000
" "	Bathgate	50,000
" "	Neche	45,000
" "	Bottineau	30,000
" "	Willow City	25,000
" "	Edinburg	30,000
" "	Milton	30,000
" "	Osneybrook	30,000
" "	Langdon	30,000
" "	Easton	20,000
" "	Caledonia	20,000
" "	Johnsons	20,000
" "	Holy Cross	20,000
" "	Belmont	20,000
Minn. & Dak. Elevator Co.	Portland	50,000
" "	Walcott	30,000

LICENSED ELEVATORS AND WAREHOUSES—CONTINUED.

Owner.	Location.	Capacity.
Northwestern Elevator Co.	Walcott	30,000
" "	Hillsboro	30,000
" "	Blanchard	30,000
" "	Grafton	30,000
" "	Larimore	30,000
" "	Glasston	30,000
" "	Everest	30,000
" "	Thompson	30,000
" "	Ardock	30,000
" "	Auburn	30,000
" "	St. Thomas	30,000
" "	Bathgate	30,000
" "	Grandin	30,000
" "	Arthur	30,000
" "	Minto	30,000
" "	Hatton	30,000
" "	Hamilton	30,000
" "	Neche	30,000
" "	Ellendale	30,000
" "	Straubville	30,000
" "	Aberdeen	30,000
" "	Riverdale	30,000
" "	Brookland	30,000
" "	Hadley	30,000
" "	Guelph	30,000
" "	Silver Leaf	30,000
" "	Putney	30 000
" "	Watertown	30,000
" "	Ranville	30,000
" "	Nassau	30,000
" "	Forestville	30,000
" "	Walrath	30,000
Northern Dak. Elevator Co.	New Rockford	20,000
" "	Sykeston	30,000
" "	Barlow	10,000
" "	Carrington	15,000
" "	Melville	15,000
" "	Edmunds	15,000
" "	Pingree	10,000
" "	Buchanan	15,000
" "	Jamestown	40,000
" "	Eldridge	25,000
" "	Windsor	15,000
" "	Ypsilanti	10,000
" "	Montpelier	10,000
" "	Adrain	10,000
" "	Dickey	10,000
" "	Grand Rapids	30,000
" "	Glover	10,000
" "	Oakes	30,000
" "	Bloom	15,000
" "	Odell	15,000
" "	Dazey	30,000
" "	Cooperstown	30,000
" "	Valley City	45,000
" "	Tappan	15,000
" "	Tower City	30,000
" "	Buffalo	30,000
" "	Wheatland	30,000
" "	Mapleton	45,000
" "	Milnor	30,000
" "	Farmington	20,000
" "	Gilby	30,000
" "	Thompson	15,000
" "	Forrest Valley	15,000
" "	Grafton	15 000
" "	Drayton	15,000
Northern Pacific Elevator Co	Fargo	80,000
" "	Canfield	20,000
" "	Mapleton	80,000
" "	Casselton	50,000
" "	Wheatland	75,000
" "	Buffalo	80,000
" "	Tower City	65,000
" "	Colter	30,000
" "	Horace	30,000
" "	Davenport	60,000
" "	Leonard	40,000
" "	Ward	30,000
" "	Arthur	50,000
" "	Oriska	25,000
" "	Valley City	80,000
" "	Sanborn	75,000
" "	Eckelson	30,000
" "	Jamestown	75,000
" "	Pingree	20,000
" "	Edmunds	40,000
" "	Montpelier	20,000
" "	Ypsilanti	20,000
" "	Dawson	50,000
" "	Sterling	20,000
" "	Melville	25,000
" "	Carrington	25,000
" "	New Rockford	30,000
" "	Oberon	25,000
" "	Minnewaukan	40,000
" "	Sheldon	50,000
" "	Buttzville	30,000
" "	Lisbon	50,000
" "	Marshall	40,000
" "	LaMoure	50,000
" "	Verona	30,000
" "	Grand Rapids	20,000
" "	Dickey	20,000
" "	De Lamere	20,000
" "	Milnor	35,000
" "	Blanchard	50,000
" "	Mayville	80,000
" "	Hatton	50,000
" "	Wahpeton	40,000
" "	Borney	10,000
" "	Windmere	40,000
" "	Mooreton	40,000
" "	Elliott	30,000
North Star Elevator Co	Leeches	10,000
" "	Coburn	12,000
" "	Sheldon	16,000
" "	Lisbon	16,000
" "	Elliott	16,000
" "	Marshall	15,000
" "	Verona	15,000
" "	Valley Jct.	5,000
" "	Glover	5,000
" "	LaMoure	16,000
" "	Leonard	12,000
Red Riv. Valley Elevator Co	Hope	40,000
" "	Clifford	40,000
" "	Northwood	45,000
" "	McCanna	25,000
" "	Orr	25,000
" "	Conway	40,000
" "	Park River	45,000
" "	Inkster	25,000
" "	Devils Lake	25,000
" "	Churchs Ferry	35,000

BOND NOT COMPLETED.

The following is a list of warehouses and elevators making application for license, though not completing bond:

BOND NOT COMPLETED.

Owner.	Location.	Capacity.
Archer & Howe	Iroquois	12,000
" "	Esmond	5,500
" "	Vilas	4,000
" "	Canova	5,000
" "	Parker	8,000
" "	Canistota	3,000
" "	Hurley	5,000
" "	Centerville	7,000
" "	Alcester	1,100
" "	Yankton	15,000
Bassett & Hunting	Ashton	20,000
" "	Mellette	30,000
" "	Warner	18,000
" "	Frederick	18,000
" "	Tulare	18,000
" "	Ellendale	30,000
" "	Mt. Vernon (2)	4,500
" "	Bonilla	18,000
" "	Wolsey	18,000
" "	Virgil	18,000
" "	Letcher	18,000
" "	Lennox	12,000
" "	Lennox	8,000
" "	Canton Jct	10,000
" "	Parker	5,000
" "	Freeman	4,000
" "	Menno	10,000
" "	Scotland	4,500
" "	Tyndall	6,000
" "	Springfield	5,000
" "	Runn'g Water	8,000
" "	Emery	4,500
" "	Mitchell	4,000
" "	Mt. Vernon (2)	18,000
" "	Plankinton (2)	15,000
" "	White Lake	13,000
" "	Kimball	20,000
" "	Tripp	10,000
" "	Parkston	10,000
" "	Ethan	10,000
" "	Delmont	10,000
" "	Armour	10,000
" "	Yankton	15,000
" "	Lesterville	10,000
" "	Eden	——
Bagstad, Iver	Gayville	10,000
Beard & Son, W. W	Hunter	15,000
Bismarck Elevator Co	Bismarck	40,000
Birch & Co., W. S	Mayville	——
Bartell, Fred	Gary	6,000
Butala, Mathias	Mooreton	5,000
Buttz, D H	Buttzville	——
Bradley & Clement	Eden	5,000
Cargill Bros	Hatton	40,000
" "	Inkster	40,000
" "	Colfax	25,000
" "	Stiles	20,000
" "	Lidgerwood	20,000
" "	Cayuga	20,000
" "	Kidder	20,000
" "	Galesburg	45,000
" "	Hadley	25,000
" "	Erie	35,000
" "	Webber	20,000
" "	Portland	45,000
" "	Berlin	25,000
" "	Sonora	20,000
" "	Conway	40,000
" "	Hankinson	20,000
" "	Cooperstown	50,000
" "	Everest	45,000
" "	Dwight	25,000
" "	Wahpeton	20,000
" "	Hufton	20,000
" "	Claremont	50,000
" "	Rutland	20,000
Cargill Bros	Kempton	75,000
" "	Northwood	35,000
" "	Colegate	25,000
" "	Page City	45,000
" "	Clifford	55,000
" "	Roseville	30,000
" "	Absaracka	30,000
" "	Ripon	20,000
" "	Ayr	25,000
" "	Hope	35,000
" "	Durbin	30,000
" "	Kindred	35,000
" "	Hunter	30,000
" "	Flandreau	18,000
" "	Egan	10,000
" "	Colman	6,000
" "	Wentworth	20,000
" "	Madison (2)	16,000
" "	Madison	12,000
" "	Winfield	12,000
" "	Howard	25,000
" "	Howard (2)	12,000
" "	Roswell	5,000
" "	Dell Rapids	18,000
" "	Dell Rapids (2)	15,000
Cronin, John	Altamont	1,500
Crawford, C	Needle (3)	10,000
Coughlin & Lyons	Carthage	10,000
Carpenter, G. W. H	Sioux Falls	7,000
Dickey & Brown	LaMoure	8,000
" "	Dickey	8,000
Dickson, J. H	Scotland (5)	3,500
"	Tripp	2,000
"	Lesterville	1,500
"	Delmont	2,000
"	Armour	2,000
Dakota Elevator Co	Scotland (2)	5,000
Dakota & St. Anthony Elevator Co	Hickson	——
Emery Louis	Emerado	50,000
Finch and Hayward	Brain	7,000
" "	Elkton	7,000
" "	Bushnell	7,000
" "	Toronto	7,000
" "	Clear Lake	7,000
" "	Palmer	7,000
" "	White	7,000
Farmer's Shipping Assoc'n.	Lake Preston.	5,000
Farmer's Elevator Co	Reynolds	30,000
" "	Ashton	22,000
Farrel, Law & Richards	Crandon	12,000
Farmer's Shipping Assoc'n.	DeSmet	2,500
" "	Volga	4,000
Farmer's Elevator Co	Minto	10,000
French, J. L	Wahpeton	5,000
Gooding, W. G	Watertown	10,000
"	Durham	4,000
"	Clear Lake	6,000
"	Toronto	10,000
"	White	15,000
"	Bushnell	6,000
"	Elkton	12,000
"	Aurora	10,000
"	Brookings	7,000
Gould Bros. & Co	Howard	10,000
Groton Union Elevator Co	Groton	25,000
Haupt, W. L	Lisbon	2,500
Hodges & Hyde	Wentworth	15,000
Jacobi, E. R	Ardock	30,000
Jones, E. M. & Co	Canova	1,500
Linton, N	Milnor	2,500
Mayville Elevator Co	Mayville	50,000
Mandan Roller Mill Co	Mandan	15,000
Marfield, D. L	Zell	——
"	Rockham	——
"	Miranda	——

BOND NOT COMPLETED—CONTINUED.

Owner.	Location.	Capacity.
Marfield, D. L	Faulkton	—
Miller, J. E	Salem	2,000
Murray	Clark	10,000
Marter, O. H	Tower City	—
Marshall, W. J	Grandin	25,000
Mann & Jensen	Oberon	—
Mt. Vernon Elevator Co	Everest	10,000
Niagara Elevator Co	Niagara	25,000
O'Neil, H. J	Fargo (16)	30,000
"	Saunders	30,000
"	Wild Rice	30,000
"	Hickson	30,000
"	Christian	30,000
"	Abercrombie	30,000
"	Wahpeton	30,000
"	Woodhull	30,000
"	Tyler	30,000
"	White Rock	30,000
"	Sewell	30,000
"	Langford	30,000
"	Britton	30,000
"	Newark	30,000
"	Sargeant	30,000
"	Harlem	30,000
"	Reynolds	30,000
Porter & Co., L. C	Gary	25,000
" "	Altamont	10,000
" "	Goodwin	5,000
" "	Kransburg	6,000
" "	Appleby	10,000
" "	Catherwood	10,000
" "	Watertown	25,000
" "	Redfield	20,000
" "	Athol	18,000
" "	Northville	15,000
" "	Mansfield	10,000
" "	Aberdeen	10,000
" "	Columbia	12,000
" "	Kampeska	8,000
" "	Henry	20,000
" "	Clark Center	8,000
" "	Raymond	20,000
" "	Doland	15,000
" "	Frankfort	6,000
Page, A. W	Broadland	12,000
Patterson, C. A	Michigan City	25,000
Pratt & Porter	Bristol	30,000
" "	Bath	12,000
" "	Ashton	5,000
" "	Britton	20,000
" "	Sargent	20,000
Richter, J. W	Shazenne	6,000
Rustad, John	De Lamere	—
Story, H	St. Thomas	85,000
Stokes Bros	Mansfield	10,000
St. Olaff Roller Mills	Sioux Falls	—
St. Anthony & Dakota Elevator Co	Mapes	25,000

Owner.	Location.	Oapacity.
Theisen, Mill Co	Artesian City	—
Tower City Roller Mill Elevator Co	Tower City	6,000
Van Somers, J	Tyndall	10,000
Van Dusen & Co	Manchester	—
" "	Goodwin	10,000
" "	Kransburg	8,000
" "	Elkton	10,000
" "	Brookings	40,000
" "	Volga	25,000
" "	Volga	12,000
" "	Arlington	15,000
" "	Preston	22,000
" "	DeSmet	15,000
" "	Manchester	8,000
" "	Iroquois	6,000
" "	Cavour	12,000
" "	Huron	35,000
" "	Wolsey	10,000
" "	Wessington	15,000
" "	St. Lawrence	20,000
" "	Miller	12,000
" "	Ree Heights	10,000
" "	Highmore	8,000
" "	Holabird	4,000
" "	Harold	1,500
" "	Canning	7,000
" "	Pierre	12,000
" "	Pierre	8,000
" "	Bruce	12,000
" "	Esteline	15,000
" "	Esteline	5,000
" "	Dempster	15,000
" "	Castlewood	15.000
" "	Watertown	40,000
" "	Broadland	15,000
" "	Hitchcock	20,000
" "	Crandon	12,000
" "	Redfield	20,000
" "	Athol	20,000
" "	Northville	20,000
" "	Rudolph	20,000
" "	Aberdeen	7,000
" "	Ordway	15,000
" "	Columbia	10,000
" "	Houghten	25,000
" "	Hecla	20,000
" "	Ludden	20,000
" "	Henry	35,000
" "	Clark Center	18,000
" "	Raymond	24,000
" "	Doland	25,000
" "	Turton	20,000
" "	Conde	12,000
" "	Verdon	32,000
" "	Frankfort	15,000
" "	Frankfort	1,500

CLAIMING TO DO A PRIVATE BUSINESS.

The law provides that all "public elevators or warehouses" shall give bonds and procure license, and defines a public warehouse as one in which grain is stored for a compensation. The following is a list of those claiming to do a private business; hence, unlicensed:

Owner.	Location.	Capacity.	Owner.	Location.	Capacity.
Adams, W. H	Fairview	60,000	Ashton Elevator Co	Ashton	20,000
Allison Bros	Brookings	10,000	Austin, H. J	Vermillion	15,000
Ames & Archibald	Frederick	6,000	Baker & Cheatham	Aurora	10,000

PRIVATE ELEVATORS.—Continued.

Owner.	Location.	Capacity.
Baker & Co	White	7,000
Ball, C	White	8,000
Bartlett, F	Gary	10,000
Buck, E. A	Elkton	15,000
Burgess, E. G	Hitchcock	8,000
Bunnell & Co	Columbia	2,000
Barton & Co., J. D	Plankington	25,000
Bradley & Co	Eden	2,500
Briggs & Cotton	Elk Point	15,000
Bagley & Cargill	Webster	12,000
" "	Bristol	5,000
" "	Andover	25,000
" "	Groton	18,000
" "	Bath	15,000
" "	Aberdeen	25,000
" "	Mina	8,000
" "	Ipswich	8,000
" "	Woonsocket	8,000
" "	Roscoe	6,000
" "	Bowdle	5,000
Cass & Cheney	Dalrymple	62,000
Cooper Bros	Cooperstown	45,000
Conkey, J. P	Wessington	17,000
Crandon Mill Association	Crandon	10,000
Chesbro, J	Athol	7,000
Clement & Smith	Durbin	15,000
Collar & Bond	Vermillion	12,000
Coombs & Kinsman	White Lake	7,000
Cussick & Andrews	Burbank	5,000
Dougherty, John	Wakonda	12,000
Dwight Farm & Land Co	Farmington	25,000
Dyer, Ingham & Co	Aurora (2)	45,000
" "	Brookings	6,000
" "	Manchester	8,000
" "	Arlington	9,000
" "	Cavour	11,000
" "	Bramhall	10,000
" "	Blunt	15,000
" "	Bruce	8,000
" "	Esteline	10,000
" "	Mansfield	10,000
" "	Henry	28,000
" "	Turton	15,000
" "	Esmond	5,000
Driver & Co	St. Lawrence	20,000
Dickson, J. H	Tripp	4,000
" "	Parkston	8,000
" "	Delmont	6,000
" "	Armour	5,000
Dixon, J. P	Lesterville	5,000
Dalrymple, S. C	Gardner	10,000
Dalrymple, O	Arthur	25,000
Ehle & Co	Harlem	35,000
"	Newark	35.000
Elliott	Hobart	40,000
"	Spiritwood	15,000
"	Dazey	35,000
Emery & Furman	Grand Forks	——
Excelsior Mill Co	Yankton	20,000
Emerson & Wilde	Blanchard	——
Fargo Southern Elevator Co	Fargo	——
" "	Britton	20,000
" "	Sargent	15,000
" "	Newark	35,000
" "	Harlem	18,000
Farmers' Association	White Rock	8,000
Farmers, Alliance	White	7,000
Farmers' Joint Stock Co	Reville	10,000
Farmers' Shipping Ass'n	St. Lawrence	25,000
Farmers' Elevator Co	Waverly	12,000
" "	Redfield	20,000
" "	Northville	12,000
" "	Doland	12,000
" "	Canova	20,000
" "	Mellette	20,000
" "	Freeman	10,000
Farmers' Elevator Co	Woonsocket	5,000
" "	Scotland	12,000
" "	Letcher	5,000
" "	Plankinton	25,000
" "	Reynolds	30,000
" "	Ardock	30,000
" "	Minto	10,000
Field & Smith	Blanchard	12,000
Fletcher, L. L. & J	Kindred	30,000
Flowers, Charles	Canistota	2,500
" "	Hurley	5,000
Farnsworth, J. H	Hurley	20,000
Florence Elevator Co	Hillsboro	30,000
Farmers' Alliance	Mt. Vernon	15,000
Flowers, C. H	Parker	5,000
" "	Marion Jct	2,500
" "	Alexandria	5.000
Folger Bros	Niagara	——
Green & Dill	Green	50,000
Goodell, R. N	Buffalo	5,000
Gilfay & Smith	Columbia	1,000
" "	Hecla	8,000
Granger & Cox	Alcestor	1,200
" "	Beresford	7,000
" "	Centerville	8,000
Grandin Elevator Co	Fargo	75,000
" "	Alton	30,000
Howden, Wm	Ayr	——
Hill, B. L	Greenfield	——
Hawk, W. J	Buffalo	2,000
Hayes, W. H	Clear Lake	1,000
Hand County Elevator Co	Miller	15,000
Horn & Hyde	Woonsocket	10,000
Hanson, Theo	Christian	20,000
Hodges & Hyde	Dell Rapids	35,000
" "	Christine	4,000
" "	Abercrombie	40,000
" "	Woodhull	15,000
" "	Wahpeton	15,000
" "	Tyler	15,000
" "	Sewell	40,000
" "	White Rock	15,000
" "	Wheaton	80,000
" "	Dumont	15,000
" "	Graceville	40,000
" "	Clinton	15,000
" "	Flandreau	8,000
" "	Egan	14,000
" "	Coleman	18,000
" "	Madison	29,000
" "	Winfield	7,000
" "	Howard	15,000
" "	Roswell	5,000
" "	Diana	12,000
" "	Forestburg	12,000
Irwin, J. S	Highmore	6,000
"	Blunt	15,000
Johnson, John N	Alpena	15,000
Kneebolt, Theo	Wheaton	10,000
Krundid & Co	Kampeska	8,000
Lockwood & Hunting	Pukwana	11,000
Lathrop, A. H	Vermillion	10,000
Lemon, Thomas	Auburn	27,000
Luitikow, W. C	Grafton	80,000
Leech Bros	Addison	50.000
Loew, J. H	Manvel	12,000
Little, Simonds & Co	Ardock	2,500
Lovell, A. L	St.Lawr'nce(2)	40,000
Lord & Powell	Esmond	4,500
" "	Salem	8,000
" "	Canistota	3,000
" "	Parker	40,000
Miner, F. E	Flandreau	8,000
Montgomery, W. T	Montgomery	10,000
Marshall, James	Andover	20,000
Moores, C	Crary	——

PRIVATE ELEVATORS.—CONTINUED.

Owner.	Location.	Capacity.
McClure, I	Hunter	10,000
Magill	Menoken	20,000
Moore, Hugh	Mooreton (2)	38,000
Mulford & Co	Reville	8,000
Munger R. A	Munger	32,000
Murphy, H. S	Elkton	12,000
Miller, J. E	Salem	3,000
McCarty Bros	Hitchcock	8,000
McDermott, John	Oriska	14‘000
Mulford & Co	Troy	12,000
Maynard & Johnson	Beresford	4,000
M. & St. L. Elevator Co	Reville	25,000
“ “	Troy	7,000
“ “	Waverly	8,000
Meader & Co	Wilson	15,000
“ “	Troy	7,000
“ “	Watertown	25,000
McMichael, A. & T	Tripp	10,000
“ “	Parkston	10,000
“ “	Ethan	10,000
“ “	Delmont	10,000
“ “	Armour	10,000
Norrish, A. F	Hunter	60,000
Norton & Co	Lisbon	15,000
Nollmon, G. & C	Grafton	——
Olson, Christ	Dwight	30,000
Perry & Jakway	Wessington	13,000
Pratt & Porter	Bristol	30,000
“ “	Britton	20,000
“ “	Sargent	20,000
Parsons, J. S	Sonora	——
Pratt & Co., H. W	Milbank	35,000
“ “	Wanbay	6,000
“ “	Wilmot	35,000
“ “	Webster	18,000
“ “	Bristol	38,000
“ “	Andover	20,000
“ “	Groton	12.000
“ “	Aberdeen	25,000
“ “	Ipswich	12,000
“ “	Ellendale	43,000
“ “	Frederick	6,000
“ “	Warner	15 000
“ “	Mellette	10,000
“ “	Ashton	20,000
“ “	Tulare	10,000
“ “	Wolsey	10,000
Putnam, D. R	Groton	12,000
“	Bath	15,000
“	Ipswich	23,000
“	Ellendale	20,000
“	Frederick	15,000
“	Warner	10,000
“	Mellette	12,000
“	Ashton	10,000
“	Redfield	10,000
“	Tulare	15,000
“	Bonilla	15,000
“	Wolsey	15,000
“	Alpena	15,000
“	Woonsocket	7,000
“	Letcher	10,000
“	Worthing	4,000
“	Lennox	15,000
“	Parker	5,000
“	Marion Junct'n	4,500
“	Freeman	4,000
“	Menno	10,000
“	Scotland	10,000
“	Tyndall	10,000
“	Springfield	4,000
“	Runn'g Water	5,000
“	Bridgewater	14.000
“	Emery	10,000
“	Alexandria	12,000
“	Plankington	15,000
Putnam, D. R.	White Lake	11,000
“	Kimball	12,000
“	Pukawana	13,200
“	Lesterville	8,000
Rand & Brown	Grandin	75,000
Ramsden & Sweat	Buxton	7,000
Reeve, Bud	Reynolds	30,000
Roller Mills	St. Lawrance.	10,000
Russell Miller Milling Co.	Bismarck	40,000
Robertson, W. H	Wessington	13,000
Randolph, J	Spottswood	2,000
Sawyer, A. J	Farrington	25,000
“ “	Milnor	35,000
Strong, H	St. Thomas	7,000
Strong & Miller	Webster	10,000
Sewell & McNair	Rugby Jct.	7,000
Smith, O. A	Miller	4,000
Spaulding, D. J	Dempster	15,000
Sheafe, M. W	Elk Point	15,000
St. Anthony & Dakota Elevator Co	Churchs Ferry	50,000
“ “	Everest	20,000
“ “	Lakota	20,000
“ “	Cummings	35,000
“ “	Huffton	50,000
“ “	Trent	10,000
“ “	Geneseo	10,000
“ “	Claremont	50.000
“ “	Rutland	10,000
“ “	Burch	10,000
“ “	Mapes	50,000
“ “	Grand Harbor	45,000
“ “	Bartlette	20,000
“ “	Putney	50,000
“ “	Maysville	20,000
“ “	Amenia	20,000
“ “	Stiles	10,000
“ “	Lidgerwood	10,000
Seefield, C. W	Arlington	15,000
“ “	Preston	5,000
“ “	DeSmet	10,000
“ “	Manchester	5,000
“ “	Iroquois	5,000
“ “	Cavour	2,000
“ “	Wolsey	6,000
“ “	Miller	5,000
Taylor, C. N	Mechling	4,500
Thompson & Lewis	Vermillion	8,000
Tulare Elevator Co	Tulare	15,000
Tory, R	Scotland	6,000
Walters, S	Bruce	8,000
Warner Elevator Co	Warner	30,000
Wait, W. B	Lennox	10,000
Wenzloff	Yankton	8,000
Wahpeton Mill & Elevator Co	Wahpeton	75,000
“ “	Page City	15,000
Wilcox & Williams	Lesterville	10,000
“ “	Yankton	15,000
Winona Mill Co	Aurora	10,000
“ “	Brookings	10,000
“ “	Volga	10,000
“ “	Arlington	8,000
“ “	Preston	10,000
“ “	DeSmet	8,000
“ “	Iroquois	5,000
“ “	Cavour	14,000
“ “	Huron	6,000
“ “	St. Lawrence.	15,000
“ “	Miller	5,000
“ “	Ree Heights	6,000
“ “	Blunt	6,000
“ “	Esteline	8,000
“ “	Castlewood	13,000
“ “	Broadland	8,000

PRIVATE ELEVATORS.—CONTINUED.

Owner.	Location.	Capacity.	Owner.	Location.	Capacity.
Winona Mill Co	Hitchcock	8,000	Winona Mill Co	Frankfort	8,000
" "	Crardon	5,000	Van Epps, Wm	Sioux Falls	5,000
" "	Redfield	5,000	" "	Keyes	5,000

THE CROP OF 1887.

Dakota has been blessed with an abundant crop this season; one that could not, nor even now can be correctly estimated. The number of bushels of wheat has been placed at 60,000,000; corn at 30,000,000; flax, oats and barley in corresponding figures.

To bear out the estimate made by Commissioner McClure, the several railroads doing business in this territory have, by request, furnished the commission a report of the number of bushels of wheat carried from Dakota from August 1 to November 15, 1887, as follows:

Burlington, Cedar Rapids & Northern	255,750
Chicago, Milwaukee & St. Paul (estimated)	5,000,000
Chicago & Northwestern	2,882,336
Minneapolis & Pacific	218,950
Minneapolis & St. Louis	990,513
Northern Pacific (from September 1st to November 15th)	2,910,254
St. Paul, Minneapols & Manitoba	8,000,000

The number of bushels of wheat at present date stored in the elevators and warehouses in Dakota is over 20,000,000; add to the above amount the wheat yet unthreshed, and that stored in private granaries, and the 8,000,000 bushels necessary for home consumption and seed for 1888, and it makes 60,000,000 bushels a low estimate. At no time since harvest has there been such a numerous demand for empty cars as at present.

But one-twentieth of her acreage has been cultivated, and Dakota harvests over 60,000,000 bushels of the best wheat ever seen in any market; and the railroads have been taxed to their utmost to transport to market the products of her harvest for 1887.

COMPLAINTS.

During the eight months since the organization of this board the complaints have been numerous, and many of them of a most serious nature. The Commission has been called upon to regulate matters over which it has control; it has been urged to settle questions over which its jurisdiction is questioned, and requested to adjust differences which can be adjusted in the courts alone. As a matter of course, the board's action on the last named class of cases has not given satisfaction to the complaining parties; but in the line of cases where the authority of the commission is unquestioned the complaints have been numerous. A number of these complaints are still before the board, and will be settled as soon as proper investigations can be made. A large majority of them have been settled—many without a line of correspondence, the personal demand of the board being sufficient to bring about the desired result. New stations have been located, crossings made, and depots constructed, upon complaint of citizens; and in very few instances, thus far, have the railroads refused to correct an abuse or grant relief when, after due investigation, the board has made a demand.

One of the greatest sources of complaint is the system of handling and shipping grain, and owing to the exceedingly large crop of wheat in Dakota in 1887 as already shown by facts and figures, the demand for cars to market the grain has been unprecedented. During the six weeks following the close of harvest the Commissioners were kept traveling and corresponding on this subject, answering complaints, investigating the same and negotiating with the railroad companies for relief. It has been extremely difficult for the Commission to attend to all the calls made upon it, but it is gratifying to know that the great majority of cases were given careful attention and were satisfactorily adjusted. All in turn, or as nearly so as the work of the Commission and the location of the complainants would permit, were responded to and given at least temporary relief.

The commission urged the several superintendents to forward cars to stations as called for, but the superintendents on the northern and central lines where the crop was enormous, found the demand so great that they were disposed to give up in despair. On the Manitoba road it seemed impossible to raise the blockade. All the elevators were full, the streets of every town and station were crowded with wagons loaded with wheat, and grain was actually piled upon the ground and in streets around the elevators in thousands of bushels. And this, notwithstanding the fact that the grain cars were kept moving night and day.

At this juncture the Commissioners visited St. Paul to interview General Manager Manvel of the Manitoba. They laid the case before Mr. Manvel in detail, quoting some of the appeals from farmers and others for immediate relief. The farmers being unable to market their grain were also unable to pay their bills or purchase fuel and clothing necessary for the comfert of their families, and in many cases their entire crop was exposed to the elements.

Petitions embodying the above complaints were presented, and after the matter had been laid before Mr. Manvel he assured the Commissioners that he would in five days call in all cars belonging to the company and send them, together with all cars that he could charter from other roads, to the various towns and farmers needing relief on his line in Dakota. In doing this he reserved only what cars were necessary (400 or 500) for shipping outgoing freight from St. Paul, Minneapolis and Duluth.

The Commissioners must say that he kept his promise faithfully, but notwithstanding the large number furnished—nearly five thousand cars—we found a difficulty in other quarters, i. e., at the terminal points where cars arrived in such numbers as to make it impossible to unload them fast enough to avert a blockade.

This case with the Manitoba road is also true of the Northern Pacific, Chicago & Northwestern and the Chicago, Milwaukee &

St. Paul roads, which responded to the call of the Commission with equal promptness. In the case of the roads in southern Dakota where the farming is diversified the serious difficulty was not experienced. A trip over the Jamestown Northern branch of the Northern Pacific road in November was made in answer to complaints from farmers, and it was found in several instances the threshers had been compelled to cease work and wheat was lying in heaps upon the ground awaiting cars. Relief was given immediately upon request of the Commission and for a time the farmers were happy.

Notwithstanding the good results of the efforts made, we fear that the relief is only temporary, as the elevators are again being filled and at many points are full, and there are constant calls on the Commissioners to visit points west and north which keep them on the road almost continually. Urgent appeals have been received especially from Reynolds, Park River, Conway, Portland, Thompson and St. Thomas, and in each case the Commissioners have given personal attention to the complaints.

THE WHEAT BLOCKADE AT ST. THOMAS.

Early in the shipping season citizens of St. Thomas complained that they could not secure cars for the shipment of grain and that all freight was being blocked; that the Manitoba gave them only a tri-weekly freight train and that unless relief could be granted at once the business and agricultural interests of the community would suffer disastrously. The case was immediately brought to the notice of the Manitoba officials with the request that the matter be adjusted at once. The following letter was received in reply:

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY,
GENERAL MANAGER'S OFFICE.

ST. PAUL, MINN., Oct. 10, 1887.

Messrs. the Board of Railway and Warehouse Commissioners of Dakota:

GENTLEMEN: I am in receipt of yours of the 6th inst. Of course, you are aware of the demand for the cars that now exists, and the difficulty we have in supplying all the calls made upon us. The section to which you refer is suffering somewhat with the rest, but we are doing all we can. We have to-day over 1,300 cars on the St. Paul & Duluth road, and this year, as last, owing to the large volume that comes into the terminal points, there is more or less delay in getting rid of it. The delay perhaps this year is somewhat worse than usual, owing to the fact that considerable of the wheat comes in out of condition and is held for re-inspection. I think I am quite safe to say that there is no truth in the assertion that there is any delay to west-bound business. There might occasionally be a car that gets side-tracked, but with the present demand for cars everyone is fully alive to the fact that cars must be hurried forward and unloaded as promptly as possible.

As to the statement that there is only a tri-weekly freight train: Our train sheet shows that there has been a train each way almost daily, and we are running as many trains as are necessary to get the cars around as quickly as possible. I assure you we shall do everything that lies in our power to keep all stations supplied, but the difficulty is, it is desired ro move the crop bodily within so short a period of time that it is beyond the power of the company to get cars for terminal points fast enough to meet the demand.

Yours truly,
A. Manvel,
General Manager.

This case is published as an illustration of hundreds that have been received. While it was true that the people in the vicinity of St. Thomas needed cars, it also appeared that the system of marketing grain was in a great degree responsible. The response which the companies made to the demand of the Commission in November gave great relief and saved hundreds of farmers from a loss of their grain for which they had provided no means of storage.

WHAT SHALL BE DONE?

"What shall be done to relieve the people of the embarrassment and loss through wheat blockades?" This is the question heard on all sides. During the troubles of the past year the Commissioners have given the question of transportation of the products of the territory much study. They found, during the busiest shipping season, that the large number of cars of wheat from Dakota caused a complete blockade at Duluth, St. Paul, Minneapolis and Milwaukee. If the unloading facilities at every terminal point, receiving Dakota wheat, should be doubled, marketing the crop of 1888 will still cause a blockade. As one of the remedies for like difficulties in the future, the Commission recommends that every farmer who has not a granary of his own build one before the harvest of 1888. The material for a granary capable of holding 2,000 or more bushels of wheat will cost at the rate of two cents per bushel — less than the price paid for storage in an elevator one season — and will serve the farmer a double purpose:

First. It will, in a measure, keep the knowledge of the number of bushels of marketable wheat from the speculative members of the boards of trade in the eastern wheat markets, and will thus keep the price of wheat out of their control. It will also virtually put a stop to corners in wheat, one of the greatest difficulties our farmers have to contend with.

SECOND. If every Dakota farmer had his own granary he could clean his wheat, thus saving the dockage and the needless charge for transportation of the same; his wheat would be in better condition for the market, and he could employ the time during the early fall months occupied in getting it to market in preparing the soil for the next season's crop.

In addition to making preparation for temporarily storing his own grain every farmer could profitably take time to study the market price of wheat during the present, as well as former years. While cash wheat for November in Duluth and Chicago has been quoted at 70 and 72, the same grade of wheat for May delivery has sold for 83 and 87 cents per bushel. The farmers may urge that pressing obligations with high rate of interest compels them to rush the bulk of their wheat to market in sixty or ninety days after harvest, but such action places them at the mercy of the wheat dealer, who can buy the same grade of wheat in a glutted market for ten and fifteen cents per bushel less than he could six months hence. Which is the greater sacrifice, ten per cent. per annum on borrowed capital or thirty and forty per cent. that he loses on the price of his wheat in an overstocked market?

The Commission does not wish to be understood as advising the farmer or any other person to take chances on the future prices of wheat; but it does desire that the farmers in the territory should receive every cent for their wheat to which they are justly entitled. We also believe that a general system of private granaries would enable the farmer to place his wheat on the market so gradually that wheat dealers would have purchasers at his door, instead of his being obliged to beg elevator men and railroads to take his grain. Such a state of things would place wheat raising on a profitable basis.

The Commission believes that if the above course should be adopted, it would advance the price on every bushel of Dakota wheat at least ten cents per bushel, a saving of millions of dollars to the farming class.

MISCELLANEOUS COMPLAINTS.

ELEVATOR SITES.

The elevator problem is one which legislators and political economists have wrestled with for years, and in Dakota it is one of great importance. Under the existing laws the Railroad Commission is looked to for relief by farmers who object to the policy of large elevator companies. Application for sites for private elevators and warehouses on side tracks of the railroad companies are constantly being made, and we have been besieged with complaints from parties who have been refused by the companies.

The Commission has been successful in securing sites for Farmers' Alliance and private elevators at several points, including Woonsocket and Britton, but in many cases the railroad companies have refused unless the party making the application would agree to erect a house of capacity equal to those already established at the point desired.

It has long since been decided by the courts that a railroad company cannot be compelled to give its land to individuals, and the condition of the law is that provided a person will erect a warehouse on his own land and put in the necessary side tracks, the railroad company can be compelled to make connections and accommodate the individual with cars. The law does not contemplate that the elevator constructed by the individual must be of equal capacity to those already constructed.

One of the most prominent cases under this law that has come before the board is the complaint of W. J. Hawk, of Buffalo, Cass county, it having been brought to public notice by the arrest of Superintendent Graham on complaint of Mr. Hawk, the complainant accusing Mr. Graham of unjust discrimination against him a violation of the territorial as well as of the inter-state law. This took the case out of the hands of the Railroad Commission, and it is still pending in the courts.

When Mr. Hawk made complaint to the commission setting forth that the railroad company was discriminating against him in refusing him the right to erect a grain warehouse on its right of way, the matter was brought to the notice of General Manager Odell. The Commission recited the statements in Mr. Hawk's complaint, and requested that if the claimant's charges be true the site for a warehouse be granted. The following was Mr. Odell's reply:

NORTHERN PACIFIC RAILROAD COMPANY,
ASSISTANT GENERAL MANAGER'S OFFICE.
ST. PAUL, MINN., Sept. 12, 1887.

Messrs. the Board of Railroad Commissioners of Dakota:

GENTLEMEN: Your communication of the 8th inst., addressed to Vice President Oakes, has been referred to me, in Mr. Oakes' absence.

I will say, in reply, that Mr. W. J. Hawk misrepresents the case entirely. He made no application for elevator site until very late in the season. My impression was that he simply wanted to erect a warehouse to compete with first-class elevators. I wrote that if he wanted to build an elevator of equal capacity to those already constructed at that point, and operate it as a public warehouse, and be at the expense of any additional tracks necessary to reach said elevator, he could proceed at once. This is exactly the same proposition that is made to all elevator companies, and complied with by every one of them. Mr. Hawk immediately denounced the proposition as discrimination against himself, while the facts are, we treat Mr. Hawk exactly as we treat any one else who wants to build an elevator; and I will say now that if Mr. Hawk desires to erect an elevator at Buffalo, and will be at the expense of any additional tracks necessary to reach this elevator, exactly as other elevator people have done, we will be glad to give him location. Yours truly,

J. T. ODELL.

The Commission was about to further investigate the case, and, if possible, adjust the matter satisfactorily to the complainant, when he arrested Superintendent Graham for unjust discrimination, and the case was taken into the courts.

We have been successful in securing sites for a number of applicants, and have numerous applications upon which final action has not been taken.

THE ABERDEEN DEPOT.

One of the many complaints concerning depots, station houses, etc., received by the board was one from the people of Aberdeen, to the effect that the depot of the Chicago, Milwaukee & St. Paul road at that point was uncomfortable, without proper accomadation, and inadequate to the demands of the traveling public.

The board visited Aberdeen and after investigation addressed the following communication to General Manager Miller of the Milwaukee road:

DAKOTA RAILROAD COMMISSION,
SECRETARY'S OFFICE.
BISMARCK, DAK., June 25, 1887.

Roswell Miller, General Manager Chicago, Milwaukee & St. Paul R. R.:

DEAR SIR: In response to a petition signed by a large number of the leading business men of Aberdeen, the commissioners made an inspection of your depot in that city, and beg leave to inform you that they found the same inadequate to the demands of the traveling public and not in keeping with the city or the general condition of your road.

We respectfully request that you take the matter under consideration and let us know when the necessary improvement will be made.

By the Board,
ALEX GRIGGS, Chairman.

The following is Mr. Miller's reply:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,
GENERAL MANAGER'S OFFICE.
MILWAUKEE, July 3, 1887.

Messrs. The Board of Railroad Commissioners of Dakota:

GENTLEMEN: I have your favor of the 27th inst. giving the conclusions of the Board in regard to depot at Aberdeen, with which I agree. The people might have had a new depot a long time ago if they had not got into a quarrel in reference to the opening of streets which stood in our way to making improvements which we wanted to make, and which involved the change of depot location. I think we have got everything in shape now and will get at the depot as soon as possible. The thing of first importance is the round house, which is under way. Yours truly,

ROSWELL MILLER,
General Manager.

We regret that the promised new depot has not been constructed, but can say that at a late meeting of the board held in Milwaukee the officers of the Chicago, Milwaukee & St. Paul road informed us that the material had been purchased, and that work would be commenced on the new structure as soon as the weather would permit.

A NEW STATION.

Complaint was received from citizens living between Andover and Langford, on the Chicago, Milwaukee & St. Paul road, setting forth that they were compelled to go long distances to market their grain and other produce, and praying that a station be established between those points. After investigation the board concluded that the complaint was well founded, and requested the company to give the desired relief. In reply, the officers of the road informed the Commission that the station would be established at once. The company kept its promise, and now there is a flag station between Andover and Langford, known as Pierpont. Side tracks have been constructed and facilities for marketing grain provided, but the people protest against being a flag station. A request that trains stop regularly at the station has been made, and is now under consideration.

TWIN BROOKS DEPOT.

Mr. J. A. McGovern of Twin Brooks, sustained by a petition of citizens asked that depot buildings be constructed at that point. On July 27th the Commission held an interview with Assistant General Superintendent C. W. Case of the Chicago, Milwaukee & St. Paul road, who promised that the depot would be erected.

CLAREMONT CROSSING.

A complaint signed by Mr. K. McKenzie of Claremont setting forth the need of a crossing of the Manitoba road in his town was satisfactorily adjusted July 23d, the general manager having made a personal visit to the place on request of the board and granted the request of citizens.

SPECIAL RATES.

The inter-state law, which forbids discrimination in favor of any individual or locality as against another, does not prohibit the granting of special rates for the "United States, states or municipal governments." With a knowledge of this fact, the board of directors of the Sioux Falls Penitentiary made request to the railroads centering at that point for reduced rates in the transportation of its material for the construction of additional buildings. The request was refused by the official to whom it was made, and the case was referred to our board. It is with a degree of pride and satisfaction that we refer to this case, as we were successful in securing a reduction in rates, which saved to the Territory several thousand dollars in the transportation of material.

A similar case is that of the school of mines at Rapid City. The board of trustees of the school made application to the Chicago & Northwestern road for a reduction in rates on its machinery and other material, and after unsuccessful correspondence placed the case in the hands of the Commission. Again success and a satisfactory result followed a careful presentation of the case, and a reduction which saved over $700 to the territory granted.

At the same meeting the company agreed to remit a rebate of $190 to the board of trustees of the school of mines under an agreement made in 1886, provided the case was as represented by the commissioners.

The mention of numerous important cases now under consideration must be postponed until the report one year hence, when we hope to be able to publish satisfactory results of our investigations.

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